Automated Red Light Enforcement (ARLE)
Transportation Enhancements Grant Program

Program Guidelines: Year 10
May 30, 2019
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Section I — Program Overview

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 (ARLE Enforcement Systems), which are a technological tool used to automatically monitor signalized intersections for red-light-running violators on a 24/7 basis.

ARLE Enforcement Systems were first authorized by Pennsylvania state legislation in 2002 with the intent to improve safety by reducing vehicle crashes and injuries due to red-light-running at signalized intersections. ARLE Enforcement Systems have been implemented at 30 intersections in the City of Philadelphia and three intersections in Abington Township, Montgomery County. While the use of ARLE Enforcement Systems are primarily intended to reduce the number of violations and crashes at the implementation locations, the ARLE Funding Program uses the revenues generated to provide additional benefits to highway users.

The ARLE Funding Program is a reimbursement grant program and there is no match requirement. The total amount of grant funding available in FY 2019-2020 is anticipated to be approximately $14 million. Applications will be accepted from June 1, 2019 to July 1, 2019.

The policies and procedures in this guidance are intended to supplement existing requirements. Nothing in the policies or procedures shall affect the regulatory requirements. The policies and procedures herein are not a regulation or an adjudication; there is no intention on the part of the Department of Transportation (Department) to give the provisions of these policies and procedures that weight or deference. This document establishes the framework within which the Department will exercise its administrative discretion in the implementation of the ARLE Funding Program. The Department reserves the discretion to deviate from this policy if circumstances warrant.

For general information on the ARLE Funding Program, please contact the PennDOT program resource account at ARLE@pa.gov. For guidance on specific ARLE projects, please contact your PennDOT District (please see Appendix III)

Section II — Eligibility

A. Eligible Sponsors

The following entities may apply for a grant under the ARLE Funding Program:

1. Local governments – Any county, city, borough, incorporated town, township or home rule
municipality, or other local boards or bodies having authority to enact laws relating to traffic.

2. **Planning Organizations** – Any Metropolitan Planning Organization, Rural Planning Organization, or County Planning Organization.

3. **Commonwealth Agencies**

Sponsors may submit multiple applications for different projects within their jurisdiction. Regional projects with participation by multiple municipalities are encouraged. One entity must be designated as the project sponsor on the application, and other participating municipalities should be listed.

### B. Eligible Projects

Grant funding through the ARLE Funding Program may be utilized for a range of safety and mobility projects located in Pennsylvania. It is the intent of the ARLE Funding Program to fund worthwhile projects that can be completed at a relatively low cost. Projects improving multiple transportation modes are encouraged. Examples of eligible projects include, but are not limited to, the following:

1. **Traffic Control Signal Improvements**
   - Upgrading, modernization, or improvements to traffic-control signals.
   - Removal of unwarranted traffic-control signals.
   - Retiming of existing traffic-control signals.
   - The interconnection and coordination of traffic-control signals to improve mobility.
   - The installation of a traffic-control signal system or the expansion of an existing system to improve mobility.
   - Revisions to traffic-control signal operational modes to improve safety or mobility. Examples include conversion to actuated, traffic responsive, or traffic adaptive modes of operation.
   - Improvements to traffic-control signals or other official traffic-control devices to reduce energy consumption. Examples include the conversion of traffic-control signal or pedestrian signal indications to Department-approved, light emitting diode (LED) modules or the installation of Department-approved, solar-assisted official traffic-control devices.
   - The installation of new or improved detection systems for traffic-control signals.
   - Upgrading, modernization, or safety improvements to traffic-control signals having railroad preemption.

2. **Roadway Capacity, Mobility, and Safety Upgrades**
   - Roadway capacity upgrades such as auxiliary turning lanes.
   - Radii improvements at intersections.
   - Roadway or intersection signing and pavement restriping projects which will either increase capacity or improve safety.
   - Centerline rumble strips.
• New guiderail or replacement of damaged/substandard guiderail.
• Transition guiderail for exposed bridge parapet ends.
• Removal of roadside fixed objects and/or clearing of vegetation for sight distance improvements.
• Improvements to correct drop-off issues along local roadways.
• School zone designation through striping, signing, or signal improvements.
• Roadway delineators, either along the outside edge of the roadway, or to prevent turning movements at driveways or intersections.
• Minor drainage improvements to improve safety.
• New regulatory or warning signs that meet the minimum retro-reflectivity requirements.

3. Bicycle and Pedestrian Improvements
   • Pedestrian safety improvements at signalized intersections such as countdown timers, easily accessible and quick response pushbuttons, crosswalk striping, and pedestrian signing.
   • Pedestrian mobility improvements, particularly projects with a combination of eligible features.

4. Local Technical Assistance Program (LTAP) Projects
   • Implementation of recommendations from the LTAP Walkable Communities Program and Local Safe Roads Communities Program.

Other projects which, in the discretion of the Department, will be considered.

C. Ineligible Projects

Transportation impact studies and highway improvements that are the responsibility of a privately funded applicant for a Department Highway Occupancy Permit are ineligible. Large projects that extend beyond the purpose and intent of the ARLE Funding Program will also be considered ineligible (e.g. large highway improvement projects such as new roads, bridges, interchanges, decorative street appurtenances, standard preventive or response maintenance, etc.).

D. Eligible Use of Funds

ARLE grant funds may be used for planning, pre-construction, and construction activities. Funds may be used by the grantee to pay for any of the following project costs:

1. Professional services to perform traffic signal and related studies
2. Engineering and design activities
3. Utilities and permitting
4. Right-of-way acquisition
5. Construction and equipment installation

6. Construction inspection

7. Miscellaneous costs associated with construction, such as mobilization, signing, pavement markings, and temporary traffic control

E. Ineligible Use of Funds

Ineligible costs include, but are not limited to, public relations, outreach, communications, lobbying, litigation, fees for securing other financing, interest on borrowed funds, municipal engineer review fees, and application preparation fees. Invoices from engineering consultants must identify the hours invoiced by employee or job classification, and no markup on other direct costs (including subconsultants) is permitted. In addition, project costs expended prior to execution of a Reimbursement Agreement are not eligible for reimbursement.

F. Available Funding and Average Grant Awards

The available funding for the ARLE Funding Program each year is solely based on revenues deposited into the restricted Motor License Fund account from the net revenue of fines collected through the ARLE Enforcement Systems.

The total amount of grant funding available in FY 2019-2020 is anticipated to be approximately $14 million. There is no match requirement and no minimum or maximum grant request requirements. However, it is the intent of the ARLE Funding Program to fund worthwhile projects that can be completed at a relatively low cost.

Section III — Program Requirements

A. Reimbursement

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.

Please be advised that no project costs can be incurred prior to full execution of a Grant Reimbursement Agreement between the grantee and PennDOT. Likewise, PennDOT cannot reimburse project costs expended after the expiration of a Grant Reimbursement Agreement.

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.

B. Municipal Managed Projects

All projects will be locally managed by the grantee unless otherwise specified by PennDOT. The grantee is responsible for providing an employee with approval authority to manage the project.

C. Other Requirements

1. Conflicts of Interest
An officer, director, or employee of an applicant who is a party to or who has a private interest in a project shall disclose the nature and extent of the interest to the governing body of the applicant and may not vote on any action of the applicant concerning the project, nor participate in the deliberations of the applicant concerning the project.

2. Nondiscrimination
No assistance shall be awarded to an applicant under this program unless the applicant and project user certify to the Department that they shall not discriminate against any employee or against any person seeking employment because of race, color, handicap, national origin, age or sex. All contracts for work to be paid with Green Light - Go assistance must contain the commonwealth’s official nondiscrimination clause.

3. Project Records
The applicant must maintain full and accurate records with respect to the project. The Department requires access to such records, as well as the ability to inspect all work, invoices, materials, and other relevant records at reasonable times and places. Upon request of the Department, the applicant must furnish all data, reports, contracts, documents, and other information relevant to the project.

4. Pennsylvania Prevailing Wage Act
All of the construction work associated with the project may be subject to the Pennsylvania Prevailing Wage Act, as determined by the Pennsylvania Department of Labor and Industry.

5. Certification of Expenses
The applicant shall sign a payment request form certifying that the expenses were incurred and were in accordance with the scope of work approved by the Department. In lieu of a formal project audit and prior to final closeout of the grant agreement, the applicant shall be required to submit copies of all canceled checks verifying the expenditure of program proceeds. Bank statements may also be submitted if electronic payment of the expenditure occurred.

6. Bidding Requirements
Applicants must comply with all applicable federal, state, and local laws and regulations dealing
with bidding and procurement.

7. **TSAMS Updates**
Projects involving traffic signals are required to update signal information in Traffic Signal Asset Management System (TSAMS) upon completion of the projects, including, but not limited to, upgrading, replacement, installation or removal of signal structure, equipment, signal-related components, controller, battery backup, detection system, EVP, signal retiming and pedestrian signals.

### Section IV — Application Procedures

#### A. Pre-Submission Requirements

Prior to application submission, applicants are **encouraged** to complete a project scoping form, which is available in Appendix II. The purpose of the scoping form is to ensure that the project scope is consistent with the program goals and requirements, and will allow PennDOT to assist applicants with refining the scope to ensure a successful project (e.g., equipment compatibility, appropriateness of project for the location, etc.).

Scoping forms should be submitted via e-mail to your PennDOT District (please see Appendix III). The scoping form must be submitted no later than 2 weeks prior to the application deadline. The completed scoping form shall be uploaded as an attachment to the formal application submission.

#### B. Submission Process

All applications and attachments are to be submitted electronically through the dotGrants system by an eligible project sponsor (see Section II). The electronic application form through dotGrants is available at: [https://www.dotgrants.state.pa.us/ARLE/Module/PADOT/BOMO_Default.aspx](https://www.dotgrants.state.pa.us/ARLE/Module/PADOT/BOMO_Default.aspx).

Please complete the required contact information and select “Continue”. By doing so, the applicant will receive an e-mail (to the e-mail account provided) with a link to the application for future use and reference. **Please note that applicants will not create a username or password. The application can only be accessed by using the link provided via e-mail, which may be forwarded and utilized by the applicant’s team.** The application can be saved at any time and accessed at a later date utilizing the e-mail link.

The online application is set up with eight separate sections on separate pages. Move between pages by clicking the continue button at the bottom of each page. Applicants can save a draft of the application at any time and finish it at a later date. Supplemental information in support of the application may be included as an attachment to the application form. The application must be completed in its entirety for the application to be evaluated by the Department. Applications received after the due date will not be considered by the Department.
C. Terms and Conditions

In the application, applicants will be required to certify that they understand and agree with the listed terms and conditions by checking the box at the bottom of the application. Terms and conditions for the ARLE Funding Program application are:

- This is a grant program that utilizing invoicing and reimbursement with no initial money up front.

- Failure to comply with any and all of these requirements may result in the disapproval or termination of a previously approved project and if the project is already underway, we will be obligated to refund all funding disbursed on the project date.

- Applicant is responsible for advancing the project, not PennDOT. However, PennDOT is available to assist with these processes.

- All of the individuals and entities listed on the application are aware that they are being included in the project listed on the application and agree to their assigned roles, as required.

- We agree to enter into an agreement prepared by PennDOT that, among other things, sets forth the terms and conditions governing the performance of the project, inspection of the work, disbursement of funding, recordkeeping and auditing requirements, and our financial obligations as sponsor and provides for maintenance of the completed project improvements.

- We certify that the affirmations contained in this application are true and correct to the best of the applicant’s knowledge, information and belief, and that this verification is made subject to the penalties of 16 PA C.S. 4904, relating to unsworn falsification to authorities.

D. Deadline for Applications

Applications for the ARLE Funding Program will be accepted on an annual basis. Completed applications must be submitted electronically as indicated in the Pennsylvania Bulletin Announcement found at http://www.pabulletin.com/. Applications must be electronically submitted by 11:59 pm Eastern time on the last day of the application period.

The Department may consider incomplete applications if they are made complete within three weeks of the close of the application period. Any applications not made complete by within three weeks of the close of the application period will not be evaluated for the ARLE Funding Program for that year.
E. Public Records

The Department will adhere to the provisions provided in 67 Pa. Code §233.7 (Public records). All applications for ARLE grant funding will be considered a public record at the time of filing, and will be made available for inspection. The Pennsylvania Right-to-Know Law, 65 P.S. §§ 67.101—3104, will apply to the Grant Reimbursement Agreement. Therefore, it is subject to, and the Grantee shall comply with, the clause entitled Grant Provisions – Right to Know Law 8-K-1580 that will be made a part of the Reimbursement Agreement.

Section V — Application Evaluation

A. General

Following the closing date for receipt of applications, eligible projects with completed applications will be considered for funding in the ARLE Funding Program during that year. Completed applications for eligible projects will be considered within the parameters established in Section IV (Deadline for Applications).

B. Selection Process

The PennDOT Bureau of Maintenance and Operations (BOMO) will review submitted applications with respect to selection criteria and develop an initial score for each application. Scoring for the “Evaluation by Others” category will be 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.

Typically, the expected timeline for application review will be as follows:

- June 1-30 Application period
- July 21 Incomplete applications must be made complete
- September 1 BOMO provides application scoring to ARLE Selection Committee
C. Selection Criteria

The following selection criteria may be considered by the ARLE Selection Committee. The ARLE Selection Committee has discretion in the selection of projects and in the determination of funding levels, priorities, critical project selection criteria, project phasing, project design, and specifications and performance criteria. The ARLE Selection Committee may establish a formal scoring formula to assist in evaluating project proposals and may amend or adjust that formula from time to time. The ARLE Selection Committee, however, is not obligated to follow any particular scoring formula and may apply its discretion as necessary to allocate scarce grant funds among eligible projects and applicants in any manner it determines appropriate. The Department will not disclose evaluation scores or rank to individual applications, except as required by law.

1. **Project Benefits and Effectiveness** – How will the project improve safety, enhance mobility, reduce congestion, and reduce greenhouse gases?

2. **Local and Regional Impact** – How will the project support the regional transportation system?

3. **Project Cost** – Is the request within the scope of available funds? If the project cost effective?

4. **Cost Sharing** – Are there matching funds from other sources?

5. **Maintenance and Operations** – Does the applicant’s past and current operations and maintenance performance meet the Department’s expectations?

6. **Evaluation by Others** – Does the proposed project meet goals and priorities of the District and Planning Partner?

7. **Other Criteria** – Other criteria include following considerations:
   
   a. What is your previous ARLE award completion status?
   
   b. How will your proposed project consider multiple modes of travel?
   
   c. Where is your project located on PennDOT’s High Crash List?
   
   d. What is the expected Highway Safety Manual Crash Reduction Factor?
Appendix I – Application Instructions

The electronic application is available at https://www.dotgrants.state.pa.us/ARLE.

A. Homepage

1. **Contact Information** – Provide the first name, last name, phone number, and e-mail address of the applicant point of contact. Please also specify the county and municipality of the project. For joint applications, please use the municipality of the lead applicant. Please note, the lead municipality cannot be changed after leaving this screen. The individual filling out the application should indicate whether they are the applicant or a consultant submitting on behalf of an applicant.

B. Contact Page

1. **Contact Information** – Provide the first name, last name, job title, address, phone number, and email address of the applicant point of contact. The contact should be an employee of the applicant and not a third-party.

D. Summary Page

1. **Project Title and Project Type** – Provide a project title that will be used as the official name of the project through its completion. PennDOT recommends short titles that include the roadway route number of the project.

2. **Project Type** – To select the project type, applicants will identify the project type utilizing a drop-down menu with pre-defined choices of the eligible project types identified in these program guidelines. Please select the project type that identifies with the majority scope of your project.

3. **Description of Proposed Project** – Provide a brief description of the proposed project improvements, including the name of the applicant. The description shall be no more than 240 characters.

4. **Joint Municipal Project** – Indicate whether the application is a single municipality or a multi-municipal application. If a multi-municipal application, provide names of all participating municipalities.

E. Location Page

1. **Project Location** – Provide a short written description of the project location and limits (240 characters maximum). Projects such as data collection, special events plans, and similar efforts
should include the area for the study. If additional space is needed, include the description with the map attachment (see below).

2. **Traffic Signals** – Utilizing the drop-down feature, select the traffic signals that are included in the project by selecting the Pennshare # for each signal. The available list of signals is derived from TSAMS based on the lead municipality selected for the application. Then select the “Add Signals” button. If you are unable to locate the Pennshare # in the list, please contact PennDOT at ARLE@pa.gov.

3. **Project Map** – Please attach a map of the project location with the application. At minimum, as applicable, the map should illustrate:
   - Beginning and end points of the project corridor or study area limits
   - Signal locations where work is proposed
   - Municipal boundaries for multi-municipal projects
   - Prominent land uses in the study area (primary traffic generators)
   - Project scale to indicate project length or area

### F. Justification Page

1. **Description of Existing Problem(s) to be Addressed** – Provide a brief description of the existing problem(s) to be addressed through the proposed project. Examples may include safety issues, congestion, limited asset data, special event conditions, and so forth. For monitoring, asset management, or data collection, describe the type of data to be collected or monitored as well as the intended future use and implementation of the collected information.

   For each project component, PennDOT recommends that the applicant justify the need for the project by answering the following questions:
   - Why are the project improvements critically needed to improve mobility and/or safety?
   - How will the improvements address the mobility and/or safety issue(s)?
   - Who is going to maintain and operate the proposed improvements?

2. **Description of the Anticipated Benefits** – Provide a brief description on the anticipated benefits of the project upon completion. Examples may include the extent of anticipated congestion reduction and/or improved safety, reduced fuel consumption and emissions, reductions in long-term operation and maintenance requirements, and so forth. Please include quantitative data if available.

3. **Description of Regional Impact** – Provide a brief description of the anticipated regional impacts that will be realized beyond the limits of the project. Also describe whether the project is consistent with any long-range plans such as MPO or RPO plans, county comprehensive plans, municipal comprehensive plans, Official Maps, and so forth.
4. **Describe Current and Past Maintenance and Operations Plan** – Describe the proposed maintenance and operations plan associated with the project and attach a copy of the plan. The plan should be in accordance with the Department guidelines for the Maintenance of Traffic Signals System defined in Publication 191. In addition, please include any past or existing maintenance and operations programs in the municipality. Please attach the existing or proposed Maintenance and Operation Plan for the intersections being requested.

5. **Innovation** – Describe how the project is innovative in improving safety and mobility.

6. **Cost Effectiveness** – Describe how the project is a cost effective solution. If applicable, discuss what other alternatives were explored and why the proposed improvements were selected.

7. **Project Schedule** – Please outline critical project milestones for preconstruction and construction activities. In addition, please upload a project schedule.

G. **Funding Page**

1. **Project Budget** – Complete the project budget form by indicating the grant amount requested and the matching funds, if any, by each activity category.

2. **Match Funding Sources** – Indicate each source of the matching funds if applicable.

3. **Cost Estimate** – Upload a detailed cost estimate to document the estimated project cost. The cost estimate shall following the estimating guidance available on the [Traffic Signal Portal](#).
Appendix II – Project Scoping Form

ARLE Project Scoping Form

A. Project Location
Street: ____________________ City: ____________________ Zip: ______
District: ______ County: ____________________

* Attach project location map

B. Project Requirements
Does the project involve improvement to highway safety and mobility? ______
Is this project considered a low cost safety improvement? ______
Is this project considered a transportation enhancement grant project? ______

C. Project Overview
Project Name: ____________________________________________
Project scope description: (Briefly explain the project scope of work)

Project justification: (Briefly explain why this project is being nominated and expected benefits)

Potential Improvements: (Briefly describe potential improvements upon project completion)

Additional information: (Describe any additional information that helps to justify the project)

D. Cost Estimate
Provide estimated for the following activities:

<table>
<thead>
<tr>
<th>Activity</th>
<th>Requested Amount</th>
<th>Matched Amount</th>
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</thead>
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<tr>
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<td>Final Budget Cost</td>
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<tr>
<td>Utilities Cost</td>
<td></td>
<td></td>
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<tr>
<td>Right-of-Way Costs</td>
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<td></td>
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<tr>
<td>Construction Cost</td>
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</tr>
<tr>
<td>Miscellaneous Services</td>
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<td></td>
</tr>
<tr>
<td>Total</td>
<td>$ 0</td>
<td>$ 0</td>
</tr>
</tbody>
</table>

To be completed by PennDOT District Traffic Unit:

Reviewed by: ____________________ Date: ____________________
Appendix III – PennDOT District Contacts

For general information on the ARLE Funding Program, please contact the PennDOT program resource account at ARLE@pa.gov. For guidance on specific ARLE projects, please contact your PennDOT District.

A. PennDOT District Map and ARLE Contacts

<table>
<thead>
<tr>
<th>District 1</th>
<th>District 8</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lyndsie DeVito</td>
<td>Jonathan Owens</td>
</tr>
<tr>
<td>(814) 678-7174</td>
<td>(717) 783-5013</td>
</tr>
<tr>
<td><a href="mailto:ldevito@pa.gov">ldevito@pa.gov</a></td>
<td><a href="mailto:jonowens@pa.gov">jonowens@pa.gov</a></td>
</tr>
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<thead>
<tr>
<th>District 2</th>
<th>District 9</th>
</tr>
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<tbody>
<tr>
<td>Gerald Albert</td>
<td>John Pezce</td>
</tr>
<tr>
<td>(814) 765-0408</td>
<td>(814) 696-7221</td>
</tr>
<tr>
<td><a href="mailto:galbert@pa.gov">galbert@pa.gov</a></td>
<td><a href="mailto:jpecze@pa.gov">jpecze@pa.gov</a></td>
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<thead>
<tr>
<th>District 3</th>
<th>District 10</th>
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</thead>
<tbody>
<tr>
<td>Gregory Dibble</td>
<td>Allen Williams</td>
</tr>
<tr>
<td>(570) 368-4239</td>
<td>(724) 357-7986</td>
</tr>
<tr>
<td><a href="mailto:grdibble@pa.gov">grdibble@pa.gov</a></td>
<td><a href="mailto:allwilliam@pa.gov">allwilliam@pa.gov</a></td>
</tr>
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<table>
<thead>
<tr>
<th>District 4</th>
<th>District 11</th>
</tr>
</thead>
<tbody>
<tr>
<td>April Hannon</td>
<td>Mark Pemu</td>
</tr>
<tr>
<td>(570) 963-4076</td>
<td>(412) 429-4969</td>
</tr>
<tr>
<td><a href="mailto:aahannon@pa.gov">aahannon@pa.gov</a></td>
<td><a href="mailto:mpemu@pa.gov">mpemu@pa.gov</a></td>
</tr>
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</table>

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<th>District 12</th>
</tr>
</thead>
<tbody>
<tr>
<td>Samantha Wascavage</td>
<td>Emily Zarichnak</td>
</tr>
<tr>
<td>(610) 871-4490</td>
<td>(724) 415-1045</td>
</tr>
<tr>
<td><a href="mailto:swascavage@pa.gov">swascavage@pa.gov</a></td>
<td><a href="mailto:emzarichna@pa.gov">emzarichna@pa.gov</a></td>
</tr>
</tbody>
</table>

| District 6 | |
|------------||
| Ashwin Patel | |
| (610) 205-6567 | |
| ashpatel@pa.gov | |
Appendix IV – Definitions

The following words and terms, when used in this policy, have the following meanings, unless the context clearly indicated otherwise:

**ARLE** – Automated red light enforcement

**Automated red light enforcement system** – A vehicle sensor installed to work in conjunction with a traffic-control signal which automatically produces one or more recorded images of a vehicle at the time the vehicle is used or operated in a manner which is a violation under 75 Pa.C.S. § 3112(a)(3) (relating to traffic-control signals). [75 Pa.C.S. § 3116]

**Department** – The Department of Transportation of the Commonwealth [75 Pa.C.S. § 102]

**Grant** – An offer of funding assistance from the Department to a sponsor for a project governed by this policy. [67 Pa. Code §233.2]

**Highway** –

1. The entire width between the boundary lines of every way publicly maintained when any part thereof is open to the use of the public for purposes of vehicular travel.

2. The term includes a roadway open to the use of the public for vehicular travel on grounds of a college or university, public or private school, or public or historic park. [75 Pa.C.S. § 102]

**Local authorities** – County, municipal, and other local boards or bodies having authority to enact laws relating to traffic. [75 Pa.C.S. § 102]

**Official traffic-control devices** – Signs, signals, markings, and devices consistent with 75 Pa.C.S. (relating to Vehicle Code) placed or erected by authority of a public body or official having jurisdiction, for the purpose of regulating, warning, or guiding traffic. [75 Pa.C.S. § 102]

**Sponsor** – A local authority, Metropolitan Planning Organization, Rural Planning Organization, county planning organization, or Commonwealth agency applying for, or receiving, a transportation enhancement grant under this chapter. [67 Pa. Code §233.2]

**Traffic** – Pedestrians, ridden or herded animals, vehicles, streetcars, and other conveyances, whether singly or together, using any highway for purposes of travel. [75 Pa.C.S. § 102]

**Traffic-control signal** – A device, whether manually, electrically, or mechanically operated, by which traffic is alternately directed to stop and permitted to proceed. [75 Pa.C.S. § 102]