

# Work Zone Speed Safety Camera Program 2026 ANNUAL REPORT



Pennsylvania  
Department of Transportation





# ACKNOWLEDGMENTS

75 Pa. C.S. §3369 originally authorized the development of a five-year pilot program, termed the Automated Work Zone Speed Enforcement (AWZSE) program. This program was a joint safety program supported by the Pennsylvania Department of Transportation (PennDOT), the Pennsylvania Turnpike Commission (PA Turnpike), and the Pennsylvania State Police (PSP). In March 2024, the program was rebranded to the Work Zone Speed Safety Cameras (WZSSC) program. Per 75 Pa. C.S. §3369(h)(4), the WZSSC program report must be submitted to the Senate and House Transportation Committee Chairs no later than April 1, annually.

Throughout 2025, PennDOT, PA Turnpike, and PSP continued their close collaboration to administer the program. Executive staff from all three agencies actively participated in the program's Executive Committee, helping to steer the program. Additionally, PennDOT's Bureau of Operations, PA Turnpike's Traffic Engineering and Operations division, and PSP's Bureau of Patrol lead daily activities for the program. These groups were supported by several others at each agency throughout 2025, including PennDOT's Engineering Districts, Press Office, and Fiscal Services; PA Turnpike's Engineering, Construction, and Maintenance Divisions, Legal Department, Accounting/Finance, and Communications; and PSP's Fiscal Services. The efforts of these parties, along with the Program Administrator and System Administrator, have contributed to the continued success of the program throughout 2025.

The initial pilot program began operation in 2020 and continued until February 2024. In late 2023, Act 38 of 2023 was passed, which eliminated the sunset date of the pilot program. In addition to the typical annual duties of the aforementioned parties, each one played a role in preparing for and standing up the permanent program, which began operation in March 2024. These efforts now ensure that the permanent program will be effective for years to come.

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## GLOSSARY

<b>AWZSE</b>	Automated Work Zone Speed Enforcement
<b>PA Turnpike</b>	Pennsylvania Turnpike Commission
<b>PennDOT</b>	Pennsylvania Department of Transportation
<b>PSP</b>	Pennsylvania State Police
<b>WZSSC</b>	Work Zone Speed Safety Cameras

# EXECUTIVE SUMMARY



This program aims to improve safety by reducing speeding in work zones on eligible PennDOT-operated and all PA Turnpike-operated highways. The program uses portable automated speed enforcement systems to provide enforcement of excessive speeding (11+ miles per hour [MPH]) in active work zones.

In 2025, the program continued to effectively meet its stated goals.

- **Reduce speeds in work zones.** During 2025's primary construction months (April – October), for all traffic, speeding in WZSSC-enforced work zones has been reduced to 15.8 percent, and excessive speeding (11+ MPH over the posted speed limit) has been reduced to 2.0 percent since the start of the program.
- **Promote work zone safety.** Pennsylvania has experienced a reduction in work zone crashes since the start of the program. National and overall Pennsylvania crash trends have increased over this same period. WZSSC has been a successful tool in reducing crashes in work zones.
- **Improve driver behavior.** Measured, sustained speed reductions have been observed in WZSSC-enforced work zones, with smaller (but measurable) reductions at times when WZSSC is not in effect in those zones.
- **Save worker and traveler lives.** Since the program began, fatalities in work zones have increased nationally while Pennsylvania work zones have had a slight decrease. WZSSC has been one of the contributing factors in those reductions.
- **Complement existing speed enforcement by the PSP.** In 2025, PSP supported 136 projects for \$8.3 million. This support was for work activities where PSP presence remains the most effective tool to enhance safety.

## DEPLOYMENT AND VIOLATION HISTORY

Since the start of enforcement in March 2020 through the end of 2025, the program has completed 17,667 deployments and issued over two million notices of violation. Table 1 shows a breakdown of program statistics through the end of 2025.

	Deployments	Violations per Deployment	Violations Issued	First Violations	2 Violations	3+ Violations
2020 TOTALS	2,084	105	219,214	191,584 (87.4%)	19,224 (8.8%)	8,406 (3.8%)
2021 TOTALS	3,302	129	424,812	359,701 (84.7%)	45,982 (10.8%)	19,129 (4.5%)
2022 TOTALS	3,482	128	444,864	362,292 (81.4%)	57,098 (12.8%)	25,474 (5.8%)
2023 TOTALS	3,161	143	452,026	368,233 (81.5%)	57,360 (12.7%)	26,433 (5.8%)
2024 TOTALS	2,497	85	212,108	197,858 (93.3%)	10,739 (5.1%)	3,511 (1.7%)
2025 TOTALS	3,181	96	304,256	268,516 (88.3%)	26,056 (8.6%)	9,684 (3.2%)
PROGRAM TOTALS	17,706	116	2,057,280	1,748,184 (85.0%)	216,459 (10.5%)	92,637 (4.5%)

Table 1. Program Statistics by Year

The maturation of the WZSSC program has provided benefits for both crews working in and motorists traveling through work zones around the Commonwealth. The data has shown that WZSSC is an effective tool in improving work zone safety across the Commonwealth, counter to national trends of increasing work zone crashes.

## WORK ZONE SAFETY

The start of enforcement in 2020 coincided with reductions in work zone crashes across the Commonwealth. In the three years prior to WZSSC enforcement (2017-2019), the number of work zone crashes was relatively steady at approximately 1,800 per year. In 2020, the first year of program operation, the number of work zone crashes decreased significantly, to just over 1,400. This number can be attributed to the COVID-19 pandemic and associated stay-at-home orders. In 2021, as traffic volumes returned to normal after the pandemic and construction activities returned to near pre-pandemic levels, the number of work zone crashes was 1,649, an increase from 2020, but still a reduction of over 100 crashes from pre-pandemic years. The number of work zone crashes in 2022 was 1,293, a reduction of roughly 350 crashes from the previous year. In 2023, the number of work zone crashes was 1,216, a continued reduction from 2022. Work zone crash numbers stayed relatively flat from 2023 to 2024, with 1,250 work zone crashes in 2024. Work zone crash numbers for 2025 are not yet finalized. The trends seen since the start of the program are counter to the trends of increasing work zone crashes nationwide.

## WORK ZONE TRAVEL SPEEDS

Since the start of enforcement in 2020, travel speeds in work zones across the Commonwealth have decreased. During 2025's primary construction months (April – October), speeding in WZSSC-enforced work zones has been reduced to 15.8 percent of all traffic, and excessive speeding (11+ MPH over the posted speed limit) has been reduced to 2.0 percent of all traffic. These trends are most acute when active enforcement is occurring.

A significant trend that has continually been observed with the WZSSC program is that work zones protected by barrier have been the most challenging to gain speed limit compliance. Throughout the program, travel speeds adjacent to barrier protected work zones have been higher than travel speeds adjacent to work zones protected only by channelizers (devices such as barrels, cones, or vertical panels). Table 2 shows the percentage of vehicles traveling over the posted work zone speed limit and the percentage of vehicles excessively speeding (11 MPH or more over the posted speed limit) in each type of work zone.

	Deployments	% Over Speed Limit	% Excessively Speeding (11+ mph)
Channelizer	10,924	15.19%	2.29%
Barrier	6,780	34.98%	6.75%

Throughout the life of the program, the percentage of vehicles over the speed limit and the percentage of vehicles excessively speeding have been more than double in barrier protected work zones than in unprotected work zones.

*Table 2. Program Speeding Summary, Through 12/31/2025*

## A NATIONAL SUCCESS STORY

Pennsylvania’s program has received two significant awards in the past year, recognizing the program as being a trailblazer in this space. The program received the Institute of Transportation Engineers (ITE) International’s Transportation Achievement Award for Safety, which was presented to the program team in August 2025 in Orlando, FL. Additionally, the program was awarded the Grand Conceptor Award by the American Council of Engineering Companies of Pennsylvania (ACEC/PA), the highest project award given by the organization at the state level.

Pennsylvania’s program continues to be a national model for the development of sound, effective use of Speed Safety Cameras as a tool to improve work zone safety. In June 2025, the program was presented as a case study on work zone speed safety camera programs at the American Society of Highway Engineers (ASHE) National Conference, held in the Pocono Mountains. In December 2025, the Maine Turnpike requested that a representative from the program present at the Maine Transportation Conference. Pennsylvania’s program has been a model for the agencies within Maine that are working towards getting enabling legislation passed for a similar program.

In addition to supporting states currently working to establish programs, Pennsylvania has been coordinating with and sharing their experiences and successes with states that already have operational programs. An example of this has been Pennsylvania’s enforcement of short-term or maintenance work zones, including some of the most vulnerable work zones statewide. Other states are consulting with Pennsylvania’s program to incorporate similar improvements or enhancements within their programs.

To date, the WZSSC program team has discussed Pennsylvania’s program with 25 other states. Of note, the Indiana Department of Transportation enlisted Purdue University to study data from Pennsylvania’s program to determine the effectiveness of WZSSC enforcement. The team from Purdue published a study on their findings, which showed that WZSSC enforcement is effective in Pennsylvania work zones. Pennsylvania and Purdue plan continued cooperation in analyzing Pennsylvania’s program and providing quantitative data and analytics that can help provide context around the successes of Pennsylvania’s program and assist other entities in establishing similar programs.



# PROGRAM OVERVIEW

## INTRODUCTION

The WZSSC program is a joint safety program supported by PennDOT, the PA Turnpike Commission, and PSP. Per 75 Pa. C.S. §3369(h)(4), the annual report for the program must be submitted to the Senate and House Transportation Committee Chairs no later than April 1 each year. This report provides a summary of the status of the program.

Act 86 (2018) authorized the development of the AWZSE program as a five-year pilot. In late 2023, Act 38 of 2023 was passed, which removed the sunset date of the pilot program, making this program a permanent tool to improve work zone safety on eligible PennDOT and PA Turnpike roadways. To better align with terminology used by FHWA and provide clear messaging to the public, the agencies retired the Automated Work Zone Speed Enforcement (AWZSE) name with the end of the pilot program and rebranded the permanent program as the Work Zone Speed Safety Camera (WZSSC) program. Act 38 became effective on February 15, 2024.

The statewide AWZSE program began operation in March 2020. The pilot program operated from March 2020 to February 2024, nearly four full years, with a brief pause due to the pandemic. The permanent program began operation in March 2024. Since its inception, the program has reduced speeds in work zones, decreased the number of crashes in work zones, and improved safety for roadway users.

## PROGRAM GOALS

The original legislation recognized that Pennsylvania's highway work zones continue to pose safety hazards for both roadway workers and the traveling public. The WZSSC program is designed to improve safety in highway work zones statewide.

Specific program goals include:

- Reduce speeds in work zones
- Promote work zone safety
- Improve driver behavior
- Save worker and traveler lives
- Complement existing speed enforcement by the PSP

## PROGRAM STATUS

The program began enforcement on March 9, 2020. Enforcement activities were placed on hold March 16, 2020, due to the COVID-19 pandemic, halting all construction activities statewide. Enforcement resumed at limited critical and emergency projects on April 20, 2020, and has been in continuous operation since. Some highlights of enforcement from 2025 include:

- Completion of 3,181 deployments in support of both construction and maintenance activities.
- Issuance of over 305,000 notices of violation to registered owners.
- 21.4 percent of traffic over the speed limit (1+ MPH over the posted speed limit) and 3.6 percent excessively speeding (11+ MPH over the posted speed limit).

## FIELD DEPLOYMENT APPROACH

Since enforcement began in March 2020, the approach to field deployments has included:

- Maintaining 17 enforcement units available statewide. Generally, ten units are available for eligible PennDOT roadways and seven are available for PA Turnpike roadways.
- Providing units for two shifts daily: daylight and overnight shifts.
- Supporting both construction and maintenance activities.
- Supporting both long-term and short-term work zones.

## AGENCY ROLES AND RESPONSIBILITIES

As noted, the WZSSC program is a joint program between PennDOT, the PA Turnpike, and PSP. These agencies have jointly developed a program-specific Interagency Agreement. Additionally, there are two contracted entities for the program, a Program Administrator and System Administrator. The Program Administrator assists the agencies with program management and execution. The System Administrator is responsible for the technical aspects of the program. For additional information, see the “Agency Roles and Responsibilities” section of the 2024 Annual Report for the AWZSE program.

Table 3 provides a summary of the key statutory requirements that are in place and guide operation of the permanent program, incorporating the latest requirements from Act 38 of 2023 reflected in 75 Pa. C.S. §3369.

Program Element	Legislative Requirement
Roadway Eligibility §3369(b)	PennDOT: All federal-aid highways with an active work zone. PA Turnpike: All Turnpike highways with an active work zone.
Police Validation §3369(d)(1)	Pennsylvania State Police (PSP) Automated Enforcement Unit within the Bureau of Patrol reviews all fine carrying violations.

*Table 3. Summary of Program Requirements*

Program Element	Legislative Requirement
Sign Requirements §3369(b)	<ul style="list-style-type: none"> <li>• Two “Active Speed Limit Photo Enforced” signs shall be placed prior to the enforcement location (WZSSC Vendor Responsibility).</li> <li>• One Speed Limit sign placed between the two advance warning signs (WZSSC Vendor Responsibility).</li> <li>• One “Enforcement Vehicle” sign on Vehicle (WZSSC Vendor Responsibility).</li> <li>• One “End Road Work” or “End Active Work Zone” sign (Construction or Maintenance Responsibility).</li> <li>• Any regular speed limit reduction signs need to be placed in conformance with the approved Traffic Control Plan.</li> </ul>
Violation §3369(c)	11 mph or more over the work zone regulatory speed limit.
Active Work Zone Requirement §3369(a)	Workers must be present while WZSSC is active. Enforcement will occur in the activity area of the work zone. (WZSSC Vendor will be responsible for documenting this requirement through daily logs and certification that the deployment meets the Legislative requirements).
WZSSC Locations §3369(b)	The agencies will identify potential WZSSC locations on its website ( <a href="http://workzonecameras.penndot.gov/locations">workzonecameras.penndot.gov/locations</a> ).
Issuing of Violations §3369(d)	<ul style="list-style-type: none"> <li>• Once the Registered Owner is identified through state Driver Vehicle Records, the program has 30 days from identification to mail the violation to the Registered Vehicle Owner.</li> <li>• Lessee is considered the owner of a motor vehicle (§3369(c.1)).</li> <li>• Violations must be mailed within 90 days from the date the violation occurred.</li> </ul>
Defenses §3369(g)	<ul style="list-style-type: none"> <li>• The vehicle was reported stolen at the time the violation occurred.</li> <li>• The person receiving the Notice of Violation was not the Registered Owner at the time the violation occurred.</li> <li>• The device being used for enforcement was not operating correctly at the time of the violation.</li> <li>• The person named in the notice was not driving at the time of the violation. Submission of evidence may be required.</li> </ul>
Contest Process §3369(j)	<ul style="list-style-type: none"> <li>• Registered Owner has 30 days from the mail date to request a hearing.</li> <li>• First level appeals are heard through an Informal Hearing Officer which is a Law Clerk in PennDOT’s Office of Chief Counsel. If the Registered Vehicle Owner wants to contest the finding of liability ruling of the Informal Hearing Officer, the appeal then goes to a Second Level Appeal through the District Court System.</li> <li>• Second level appeals are heard by the District Justice where the violation occurred, and their finding of liability ruling is considered final.</li> </ul>

Table 3, CONT. Summary of Program Requirements

<p>Penalty Structure §3369(e)</p>	<ul style="list-style-type: none"> <li>• First Violation – Warning with no monetary fine</li> <li>• Second Violation – \$75 Fine</li> <li>• Third and subsequent Violations – \$150 Fine per occurrence</li> <li>• 15-day grace period between mail date of First Violation and capture of Second Violation</li> <li>• Fines identified are flat fees except for \$3.75 credit card convenience fees and/or late payment fees.</li> <li>• Court costs are applied if a violation is appealed to the District Court system.</li> </ul>
<p>Annual Reporting §3369(h)(4)</p>	<p>Annual report to the PA Legislature Transportation Committees by April 1 each year.</p>

*Table 3, CONT. Summary of Program Requirements*





# 75 P.A. C.S. §3369(h)(4) MANDATED REPORTING

Per 75 Pa. C.S. §3369(h)(4), this Annual Report must include program-specific information from the previous calendar year. Therefore, this section contains information for calendar year 2025.

## WORK ZONE CRASH INFORMATION

In 2024, there were 1,250 total crashes in work zones on all Pennsylvania roadways. On PennDOT and PA Turnpike roadways, 44.7 percent of the crashes included fatalities or injuries. There were 785 injured persons and 22 fatally injured persons resulting from work zone crashes, with four worker fatalities within a work zone. In general, work zone crashes have decreased since the start of the program. A reduction occurred in 2020 due to lower traffic volumes from the onset of COVID-19, as well as a lighter than typical construction season. From 2022-2024, work zone crashes have stayed relatively flat year over year, with less than ten percent variance year over year. Work zone crashes increased slightly from 2023 to 2024, with a 2.7 percent increase, however work zone crashes in 2024 are down 3.4 percent from 2022.

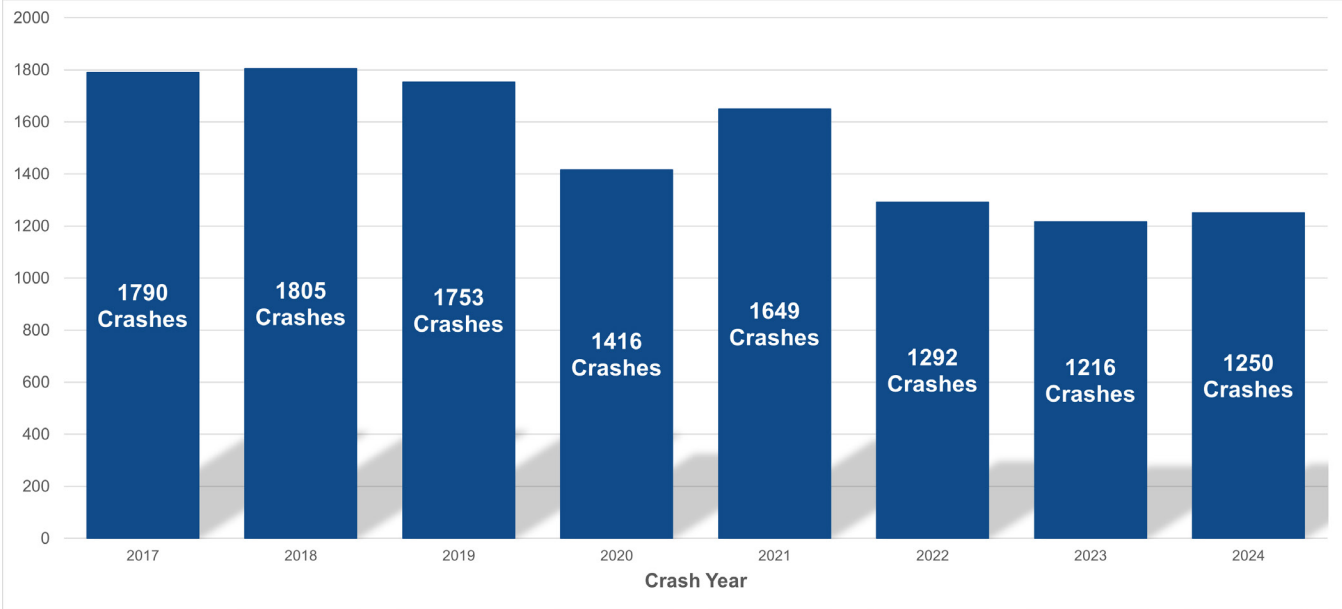


Figure 1. Work Zone Crashes by Year, 2017-2024



WZSSC enforcement can be completed safely and effectively, and can enforce in areas of the active work zone where traditional enforcement can be limited by site constraints. Any crashes that have occurred in a work zone when enforcement is active have not been caused by a sudden change in speed caused by drivers overreacting to the presence of the unit.

At the time of this report, crash data from 2025 was not yet finalized and therefore will be presented and discussed in next year's report.

## **SPEED DATA**

Speed data presented in this section of the report reflects information collected from January 1, 2025, through December 31, 2025. A full discussion on speed data in 2025 is presented in the Speed Data section of this report, and speed data over the life of the pilot program (2019 – 2024) is included in the Pilot Period section of the 2024 report. Speed data over the life of the program is located in the Program Data and Statistics section of this report. Highlights of the speed data include:

- Since the start of the program, the total percentage of speeding vehicles in WZSSC-enforced work zones has been reduced by 43 percent during the peak construction season (April – October). Similarly, excessive speeding in WZSSC-enforced work zones has been reduced by 60 percent.
- June 2025 experienced the lowest percentage of traffic over the posted speed limit in program history at 12.0 percent. June 2025 also had the lowest percentage of traffic excessively speeding (11 MPH or more over the posted speed limit) in program history, at 1.4 percent.
- Speeds remain consistently higher in barrier-protected work zones than in unprotected (channelizer – barrels, cones, panels) work zones. This is believed to be due to a perceived false sense of security drivers may have in these work zones, giving the impression of minimized risk despite the presence of changed roadway characteristics.

## **NUMBER OF VIOLATIONS**

In 2025, the WZSSC program issued 304,256 violations. Of the issued notices, 35,740 (11.8 percent) were repeat violators, incurring fines for their second and subsequent violations of the statute.

The number of repeat violations and the repeat rate were higher in 2025 than in 2024 as more vehicles received their first violation and entered the tiered violation structure. Act 38 of 2023 became effective on February 15, 2024, which reset violation tracking for all vehicles detected during the pilot program period. Therefore, the program started anew with violation tracking in March 2024. The repeat violation rate in 2025 (11.8 percent), the first full year of enforcement in the permanent program, is lower than in 2021 (15.3 percent) which was the first full year of enforcement in the pilot period. The overall repeat rate for the pilot period ended at 16.8 percent.

## **PROGRAM FINES**

In 2025, the Transportation Agencies collected \$2,491,483.17 in fine remittance. The program had a payment rate of roughly 72 percent in 2025 and a payment rate of roughly 76 percent over the life of the program.

## **PROGRAM CONTRACTS – 2025 REPORT ADDENDUM FOR CY2024**

For calendar year 2024, the amounts paid for contracts related to the program are updated as follows:

- Program Administrator (Responsible for Program Execution) – \$932,866.66
- System Administrator (Responsible for Technical Aspects of the Program) – \$3,561,543.43
- TOTAL – \$4,494,410.09

All other financial values reported in last year’s report remain unchanged.

## **PROGRAM CONTRACTS FOR CY2025**

For calendar year 2025, the amounts paid for contracts related to the program are as follows:

- Program Administrator (Responsible for Program Execution) – \$967,637.12
- System Administrator (Responsible for Technical Aspects of the Program) – \$4,042,639.01
- TOTAL – \$5,010,276.13

Program Administrator costs are based on time spent supporting the Transportation Agencies and System Administrator costs are based on a flat fee per deployment. Additionally, PSP costs incurred by the program total \$70k for calendar year 2025, bringing total 2025 expenditures to \$5.08 million.

The Transportation Agencies (PennDOT and PA Turnpike) have operated as a single collaborative program (in partnership with PSP). This includes sharing both the Program Administrator and System Administrator contracts. However, several factors have contributed to differences in overall program finances. The variability of roadway types and characteristics present on the PennDOT roadway network, including deploying at locations with lower traffic volumes than PA Turnpike locations (on average), have affected income. At the same time, PennDOT expenditures are higher due to a larger share of deployments over the life of the program, resulting in a greater proportion of billings by contracted entities.

Table 4 provides a consolidated financial overview of the program. Since the start of the program in March 2020 through the end of December 2025, the program has expended \$2.5 million more than income received. PennDOT operated their portion of the program at a deficit in calendar year 2025, expending \$1.2M more than was received. The Turnpike received \$338k more than was expended. The combined net between the agencies resulted in a calendar year deficit of \$892k. The net deficit for calendar year 2025 increased the cumulative deficit of the program from \$1.6M after calendar year 2024 to a cumulative deficit of \$2.5M for the program after calendar year 2025.

The net deficits in 2024 and 2025 are due primarily to the new legislation taking effect and the resulting reset of all violations at the start of the permanent program in March 2024. As such, there were no repeat violators and no fine-carrying violations at the start of the permanent program. Additionally, because violation tiering was reset at the start of the permanent program and the motoring public has had four years of awareness of this program from the pilot period, the repeat rate is anticipated to increase slower for the permanent program than in the pilot period. This will result in fewer fine-carrying violations being issued for the foreseeable future. Since the start of the program, the Transportation Agencies have expected to operate the program at a net financial deficit as the primary purpose of the program is to enhance safety for workers and the traveling public, not as a revenue-generating program.

<b>PennDOT</b>	<b>Income</b>	<b>Expenditures</b>	<b>ANNUAL NET</b>	<b>CUMULATIVE NET</b>
<b>2019</b>	\$0.00	\$314,504.97	(\$314,504.97)	(\$314,504.97)
<b>2020</b>	\$876,937.03	\$2,404,935.42	(\$1,527,998.39)	(\$1,842,503.36)
<b>2021</b>	\$3,061,764.46	\$1,920,117.64	\$1,141,646.82	(\$700,856.54)
<b>2022</b>	\$2,464,904.76	\$5,821,810.09	(\$3,356,905.33)	(\$4,057,761.87)
<b>2023</b>	\$2,524,804.75	\$1,391,553.73	\$1,133,251.02	(\$2,924,510.85)
<b>2024</b>	\$855,175.50	\$3,192,443.44	(\$2,337,267.94)	(\$5,261,778.79)
<b>2025</b>	\$548,752.43	\$1,779,491.10	(\$1,230,738.67)	(\$6,492,517.46)
<b>PA Turnpike</b>	<b>Income</b>	<b>Expenditures</b>	<b>ANNUAL NET</b>	<b>CUMULATIVE NET</b>
<b>2019</b>	\$0.00	\$97,010.92	(\$97,010.92)	(\$97,010.92)
<b>2020</b>	\$683,798.00	\$741,562.07	(\$57,764.07)	(\$154,774.99)
<b>2021</b>	\$2,002,092.88	\$2,461,294.18	(\$459,201.30)	(\$613,976.29)
<b>2022</b>	\$5,281,009.72	\$3,137,361.80	\$2,143,647.92	\$1,529,671.63
<b>2023</b>	\$4,838,300.66	\$1,981,191.50	\$2,857,109.16	\$4,386,780.79
<b>2024</b>	\$1,129,099.60	\$1,893,729.18	(\$764,629.58)	\$3,622,151.21
<b>2025</b>	\$1,900,433.02	\$1,561,887.14	\$338,545.88	\$3,960,697.09
<b>Overall Program</b>	<b>Income</b>	<b>Expenditures</b>	<b>ANNUAL NET</b>	<b>CUMULATIVE NET</b>
<b>2019</b>	\$0.00	\$411,515.89	(\$411,515.89)	(\$411,515.89)
<b>2020</b>	\$1,560,735.03	\$3,146,497.49	(\$1,585,762.46)	(\$1,997,278.35)
<b>2021</b>	\$5,063,857.34	\$4,381,411.82	\$682,445.52	(\$1,314,832.83)
<b>2022</b>	\$7,745,914.48	\$8,959,171.89	(\$1,213,257.41)	(\$2,528,090.24)
<b>2023</b>	\$7,363,105.41	\$3,372,745.23	\$3,990,360.18	\$1,462,269.94
<b>2024</b>	\$1,984,275.10	\$5,086,172.62	(\$3,101,891.52)	(\$1,639,627.58)
<b>2025</b>	\$2,449,185.45	\$3,341,378.24	(\$892,192.79)	(\$2,531,820.37)

*Table 4. Fine Remittance, Income, and Expenditure, Overall Program, 2019-2025*

Prior to October 16, 2019—the effective date of the original Interagency Agreement—all costs for the program were divided evenly between PennDOT and PA Turnpike. After the effective date of the Interagency Agreement, each agency became responsible for their own program costs directly attributable to each agency. For example, each agency pays the direct cost for each individual deployment. Shared program costs are currently split to be reflective of the relative utilization of the program by each agency

The agencies' legal teams have made the determination that all outstanding expenditures from the start of the program must be recovered before excess funds calculations can take place. Additionally, PennDOT and the PA Turnpike are considered separate entities with regards to excess funds, as excess funds realized by one are not transferred to the other agency to cover all or part of a net financial deficit.

In 2021, the program applied for and received grant money from the Roosevelt Boulevard Automated Speed Enforcement Program (Title 75 Section 3370) to cover the System Administrator’s fixed costs, approximately \$2.1 million over a 12-month period. This grant was not included in the program’s financial summary but has been used by PennDOT to offset some of the program costs to date.

### **USE OF REMAINING FUNDS UNDER SECTION 3369 (H)(3)(III)**

From the start of the program through the end of 2025, the Turnpike showed a cumulative net surplus of funds of approximately \$4.0 million. Per §3369.h.3.iii, the funds will be used for appropriate safety improvement projects and countermeasures as prescribed in the legislation. An example of use of these funds has been the PA Turnpike-led development and rollout of the New Driver Work Zone Safety Program. While geared towards new drivers, anyone in the Commonwealth may take the course. The course was launched during National Teen Driver Safety Week in 2024 and aims to reduce crashes and injuries by teaching new drivers about work zone laws and safe driving practices.

PennDOT has operated their share of the program at a deficit, therefore no surplus funds have been realized or used.





# 2025 PROGRAM ACHIEVEMENTS

During calendar year 2025, the program completed 3,181 deployments on PennDOT and Turnpike roadways supporting both construction and maintenance activities.

## **SYSTEM ADMINISTRATOR PROCUREMENT**

The System Administrator contract is a PA Turnpike-led procurement and contracting process, with the agreement reviewed and co-signed by both the PennDOT and PA Turnpike. The original System Administrator contract, a five-year agreement with two optional one-year extensions, was awarded in mid-2019 and became effective in October 2019. The agencies ultimately exercised both optional one-year extensions, extending the original contract through to February 2026.

The agencies developed a new Request for Proposals (RFP) which was released July 2024 with responses due September 2024. Proposers provided field demonstrations, back-office demonstrations, and presentations in accordance with PA Turnpike procurement standards. The selection of the next System Administrator was formally approved at the PA Turnpike Meeting on February 18, 2025. Negotiations with the selected System Administrator occurred throughout 2025 and were completed in late 2025. The new agreement was executed in February 2026, prior to the expiration of the original System Administrator contract.

Key changes with the new System Administrator agreement include:

- An increase from 17 units available statewide to 24 units available statewide: Under the previous agreement, the units were generally divided into ten units for the PennDOT and seven units for the PA Turnpike. Under the new agreement, each agency will generally have an even share of twelve units available.
- Real-time GPS monitoring and unit status: The agencies plan to incorporate this technology into the existing mapping platform on the program website and may ultimately include it on other traffic management and travel planning platforms managed by each agency
- Collections Activities: Under the previous agreement, the System Administrator coordinated with other vendors under each agency for violations that were eligible to be transferred to a collections agency, in accordance with the statute. Under the new agreement, collections

activities are part of the System Administrator's duties and will occur through a subcontracted collections agency. This change is intended to streamline the collections process and provide enhanced reporting capabilities.

## **INTERAGENCY AGREEMENT**

With the pilot period ending in February 2024 and the original System Administrator contract expiring in early 2026, the PennDOT, PA Turnpike, and PSP embarked on development and execution of a revised Interagency Agreement. Since the program had matured and been operational for a number of years, the agencies collaborated to update the language and content within the Interagency Agreement, removing references to pre- and post-program startup and updating processes to reflect how the program operates. The updated Interagency Agreement is anticipated to be fully executed in early to mid-2026.

## **WORK ZONE CRASHES**

- Work zone crashes have decreased since the start of the program in 2019.
- Work zone crashes declined in 2020 due to impacts from the COVID-19 pandemic and a reduction in construction-related activities.
- In 2024, there were 1,250 total crashes in work zones on all Pennsylvania roadways. On PennDOT and PA Turnpike roadways, 44.7 percent of the crashes included fatalities or injuries. Work zone crashes resulted in 785 injured persons and 22 fatally injured persons, including four worker deaths.
- There were 503 fewer crashes in 2024 than the pre-pandemic year of 2019, a reduction of approximately 30 percent. This is in direct contrast to national trends of increased work zone crashes from pre-pandemic to today.
- Work zone crash data for 2025 is not yet finalized and therefore will be presented in next year's report.

## **PROGRAM FEEDBACK**

Program feedback received throughout 2025 remains consistent with previous years since the WZSSC program implementation: Field personnel appreciate the safety the program provides and the noticeable difference seen in motorist behavior when a unit is present within their work zones.

- Feedback received from construction and maintenance personnel has been overwhelmingly positive.
- Field personnel, including the most vulnerable workers in unprotected work zones, have indicated a qualitative improvement in drivers complying with the work zone speed limit when the enforcement unit is present and enforcing.
- The use of WZSSC enforcement has become a mainstream activity for many PennDOT, PA Turnpike, and field staff. Construction and maintenance personnel at both PennDOT and the PA Turnpike see the value of the program as a safety enhancement tool, and now proactively request WZSSC enforcement at new project locations.
- The program is implementing enhanced project coordination tools and materials to better educate new or unfamiliar workers about the WZSSC program.

## SPEED DATA

Two primary metrics are used to measure the performance of the WZSSC program's impacts: Percent over the Speed Limit and Percent Excessively Speeding. Percent over the Speed Limit measures the percentage of detected vehicles exceeding the posted work zone speed limit by any amount. Percent Excessive Speeding measures the percentage of detected vehicles going 11 MPH or more over the posted work zone speed limit. These metrics are tracked for each deployment completed, which allows program staff to monitor speeding trends across all projects. This leads to identification of work zones with consistent speeding issues that may benefit from increased enforcement to better manage speeds through those work zones. Figure 2 provides a summary of speed data captured in 2025.

Speeds have generally been higher in long-term, barrier-protected work zones than in short-term, unprotected work zones. As the enforcement units have been deployed to the long-term, barrier-protected work zones, a reduction in speeds has been seen in these work zones over the life of the program. Some of the more vulnerable long-term work zones with barrier protection still have crashes in them, which occur when workers are not present and automated enforcement is not active. This shows that the enforcement units are not only increasing safety for the workers active in the zone, but also for the motorists traveling through these work zones.

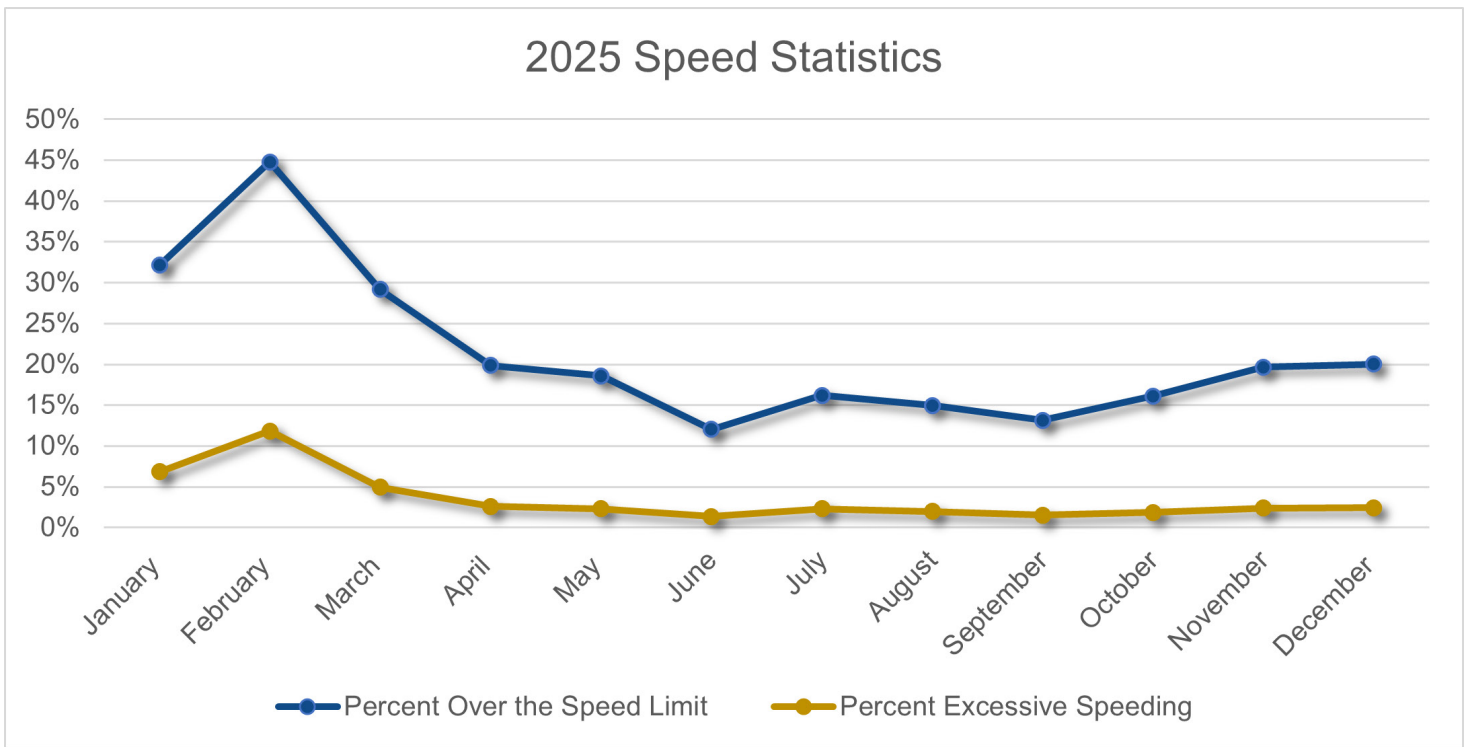


Figure 2. Percent over Speed Limit and Percent Excessively Speeding, by Month, 2025

# 2025 PROGRAM OPERATION



The program continued operation throughout 2025, with ongoing enhancements to ensure the program achieves or exceeds its stated goals.

## DEPLOYMENT INFORMATION

One of the program goals is to improve driver behavior in Pennsylvania work zones. To achieve this goal, program deployment locations and frequency must strike a balance between statewide coverage and focusing deployments at work zones where speeding has been identified as a major issue. With that in mind, deployments took place in all 11 PennDOT Engineering Districts and PA Turnpike roadways across the state. A total of 3,181 individual deployments across 73 different activities were completed in 2025.

Figure 3 shows the deployments by agency by month. Winter weather events across the state can impact multiple days of deployments to the already lower number of construction activities that are available for deployment in winter. Summer work activity is not immune from prolonged weather cancellations, such as multiple-day tropical storm systems moving through the state resulting in widespread cancellations of work. Short-term and maintenance type patterns are more likely to experience weather cancellations than long-term barrier protected construction projects.

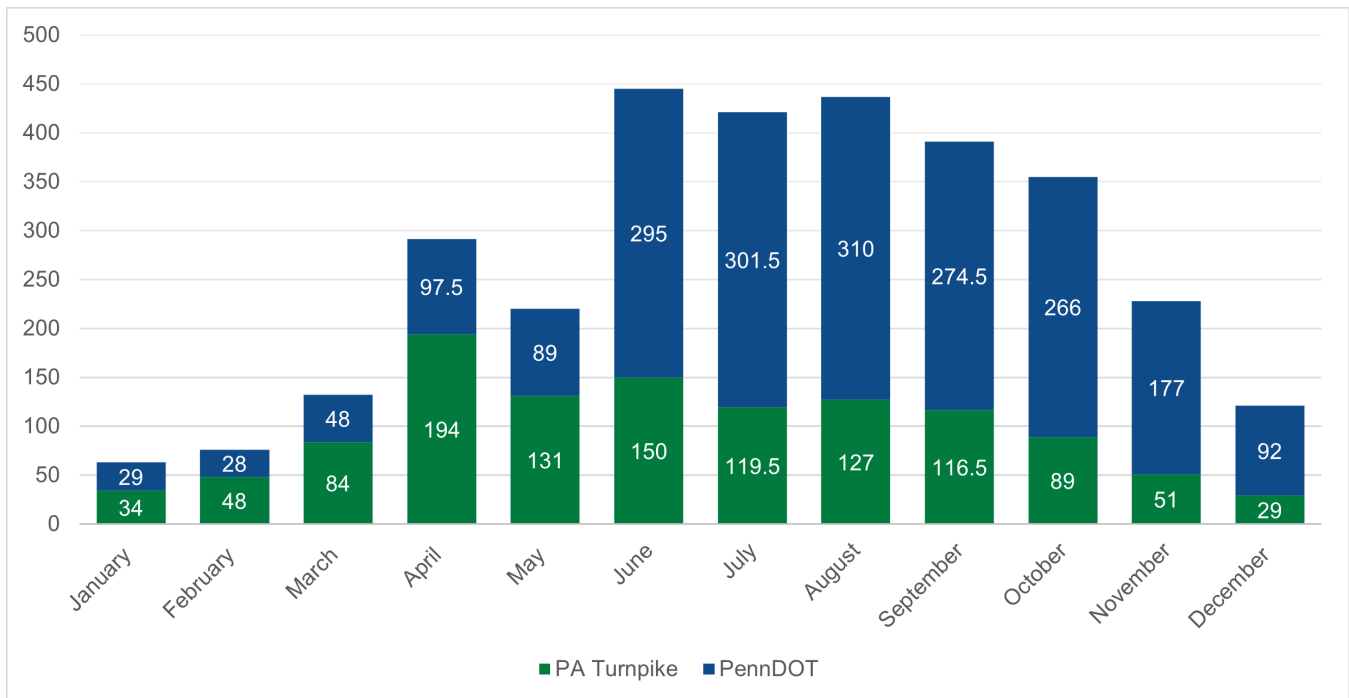


Figure 3. Deployments by Agency by Month, 2025

## DEPLOYMENT APPROACH

Work zones selected for enforcement continue to be selected and prioritized using a data-driven process to maximize the effectiveness of the systems. Throughout 2025, PennDOT and the PA Turnpike deployed to a wide variety of projects under differing conditions. These include (but are not limited to):

- Construction or Maintenance activities
- Barrier-Protected or Channelizer (unprotected) work zones
- Work zones with reduced speed limits vs. work zones with no speed limit reduction.

## CONSTRUCTION VS. MAINTENANCE ACTIVITIES

Pennsylvania's program differs from other peer state programs because it emphasizes enforcement to all work zone types on applicable roadways. This includes enforcement in maintenance activities, which are locations where workers are most vulnerable.

- In 2020, the program completed 97 deployments to maintenance activities, representing less than 5 percent of all deployments. In 2025, the program completed 350 deployments to maintenance activities, representing approximately 11 percent of all deployments. This is an increase from the nine percent of all deployments in 2024.
- The program completed 50 percent more deployments overall in 2025 than in 2020, and 25 percent more deployments overall in 2025 than in 2024. Deployments to maintenance work zones increased by 50 percent from 2024 to 2025.
- During peak maintenance activity periods on the PA Turnpike (April – May and September), one enforcement unit is dedicated to support maintenance activities within each of the five maintenance districts. When maintenance activities are less frequent the rest of the year, enforcement units are assigned to scheduled maintenance activities whenever possible.
- A focus on completing successful deployments to both PennDOT and PA Turnpike maintenance patterns will continue to be addressed moving forward into 2026

During 2025, maintenance activities accounted for 11 percent of all deployments, with a heavier emphasis in April, May, and September. Generally, the performance of WZSSC in maintenance work zones has been consistent with the performance in short-term, channelized construction zones.

For both construction and maintenance deployments, the program has identified several lessons learned. Enforcements in support of maintenance activities tend to have shorter enforcement durations than enforcements supporting long-term construction projects. This is due to the short-term nature of work zones established for maintenance activities. Enforcements in support of PA Turnpike maintenance activities rarely exceeded four hours in duration, whereas enforcements supporting construction projects were generally longer than six hours, with many fulfilling the entire eight-hour enforcement shift window. Similarly, deployments supporting short-term overnight construction projects are generally shorter due to restricted time windows permitted for contractors to occupy travel lanes to perform work activities.

## **BARRIER-PROTECTED VS. CHANNELIZER (UNPROTECTED) WORK ZONES**

The data-driven process to select work zones for WZSSC deployments considers the work zone configuration as an influencing factor. In particular, the number of travelers speeding and excessively speeding has been much higher in long-term, barrier-protected work zones than in short-term, unprotected work zones. Additionally, barrier-protected, long-term work zones continue to experience crashes when workers are not present and automated enforcement is not occurring. On the other hand, those work zones without barrier protection often pose a higher risk for those working in those zones, so reducing speeds adjacent to them is an important factor in improving their safety. Optimizing the balance between barrier and channelizer protected work zones to provide the greatest safety benefits is an ongoing evaluation. In 2025, roughly 57 percent of all deployments were to barrier-protected work zones and 43 percent were to work zones without barrier protection.

## **SPEED LIMIT REDUCTIONS**

Speed limits in work zones are carefully established as they affect the safety of motorists and workers. PennDOT and the PA Turnpike have slightly different approaches to establishing work zone speed limits, though both are rooted in optimizing safety in work zones. For most PA Turnpike work zones, the work zone speed limit is reduced from 70 MPH to 55 MPH. The establishment of most work zones along PA Turnpike roadways introduces hazards that necessitate the reduction of the speed limit for safe travel adjacent to the work areas. Additionally, since most of the PA Turnpike roadways are homogeneous in nature, a consistent work zone speed limit is generally applied systemwide.

PennDOT's highway network is much more varied, requiring that the evaluation of speed limit reductions be conducted on a case-by-case basis. Most work zones on PennDOT highways are located where the normal speed limit is less than 70 MPH, and many work zone configurations on PennDOT roadways may not warrant a reduction. Before and after evaluations through the WZSSC program have enabled PennDOT to refine how speed limit reductions are evaluated. These efforts have resulted in improved speed limit compliance while maintaining work zone safety as the top priority.

The presence of a reduced work zone speed limit is not a selection criteria for WZSSC enforcement. The WZSSC unit will enforce at 11 MPH over the posted work zone speed limit, regardless of whether the work zone speed limit is reduced from the normal speed limit or if it is maintained at the normal posted speed limit.

The System Administrator places a regulatory speed limit sign as part of their advance signing package to remind motorists of the posted speed limit as traffic approaches the enforcement unit. This speed limit sign is placed by the System Administrator regardless of if a speed limit reduction is in place.

In 2025, 38 of the 73 projects (52 percent) that received enforcement did not have a reduced work zone speed limit. All 14 projects on the Turnpike system and 21 of the 59 PennDOT projects (36 percent) that the program supported in 2025 had a reduced speed limit.



## DATA TRACKING AND REPORTING

The program has established a set process and format for receiving deployment information from the System Administrator. This information is ingested into a management console that is used for scheduling, providing a single point of information for the program. Through the same management console, the program has instituted a tracking application to show current, paused, and completed deployments on an interactive state map that is pushed to the public-facing website. This replaces an earlier manually intensive process to update the project list and map on the public website on a weekly basis in accordance with the enabling legislation. Recent enhancements to the scheduling process have refined this process to improve responsiveness to individual project changes.





## VIOLATION DATA

For calendar year 2025, the program issued 304,256 violations, which is an 87.5 percent issuance rate from 349,506 captured events. As part of Act 38 and the permanent program that became effective in February 2024, there is now a legislatively mandated 15-day grace period between the mail date of the first violation and the capture of the subsequent second violation. In 2025, there were 11,322 violations that could not be issued due to falling within this grace period.

When an event is captured, a detailed verification and review process occurs to ensure that the event captured can progress forward through the issuance process. Violations are issued to all types and classes of vehicles, with very few exceptions (i.e., active emergency responder). During this multi-step process, events may be rejected for a variety of reasons but will fall into two main categories: Controllable Rejects and Uncontrollable Rejects.

Controllable Rejects are issues within the System Administrator's control that prevent the captured event from being issuable. Uncontrollable rejects are issues with a captured event outside of the System Administrator's control that prevent it from being issuable. Some examples of each type of reject category are:

### Controllable Rejects

- Image Clarity – Plate is illegible and cannot be read
- Image Framing – Cameras are not aligned properly to capture plate images

### Uncontrollable Rejects

- Canadian/Diplomat/Foreign Plate
- No Department of Motor Vehicle (DMV) Hit – After three attempts, no registered owner information is available for violation issuance.
- No Plate – Vehicle is fully in view, but no plate is visible in any of the collected images.
- Obstruction – Obstruction of license plate to prohibit plate read (trailer hitch, bike rack, etc.)

The program team is continually reviewing processes to increase the issuance rate. The overall rejection rate has been reduced from nearly 24 percent in 2021 to roughly 13 percent in 2025. Ongoing actions that have been taken to improve the issuance rate include:

- Reviewing and refining deployment locations to avoid obstructions caused by construction activities or work zone configuration.
- Establishing direct connections with neighboring state DMVs to minimize the number of Out-of-State “No DMV hits,” reducing the reliance on third-party vehicle record lookup services currently resulting in increased “No DMV Hit” rejections. Currently, the accuracy of vehicle records from state DMVs with direct connections are roughly 20 percent higher than those states relying on third-party services.

Additionally, the System Administrator contract includes liquidated damages designed to limit the allowable percentage of controllable rejects. For all violations processed in 2025, the System Administrator has met the contract goals for controllable reject percentage. Table 5 provides a summary of violations captured by the program in 2025. Table 6 provides a breakdown of how many of each tier of violations were issued by the program in 2025.

Potential Violations	Controllable Rejects	Uncontrollable Rejects	Other Rejects	In Process	Issued	Grace Period
349,072	3,757	39,401	38	16	305,779	11,285

Table 5. Overall Program Violation Summary, 2025

	First Violation (\$0)	Second Violation (\$75)	Third/ Subsequent Violation (\$150)	Issued	Total Repeat Rate
PennDOT	89,349	7,895	2,618	99,862	10.53%
PA Turnpike	179,167	18,161	7,066	204,394	12.34%
<b>TOTAL</b>	<b>268,516</b>	<b>26,056</b>	<b>9,684</b>	<b>304,256</b>	<b>11.75%</b>

Table 6. Issued Notice Distribution by Agency, 2025



# PROGRAM DATA AND STATISTICS

## DEPLOYMENTS

The program has worked to support as many work activities on Pennsylvania’s roadways as possible. This includes ensuring deployments are occurring in as many geographic locations as possible, supporting a variety of work activities including construction and maintenance activities, and supporting a variety of work forces, including PennDOT, PA Turnpike, and contractor workers. Throughout the lifetime of the program, the program has supported 285 different activities.

The program’s heaviest deployment volume typically falls between April and October annually. The program enforces a combination of work zones that may have barrier protection or channelizers during these months.

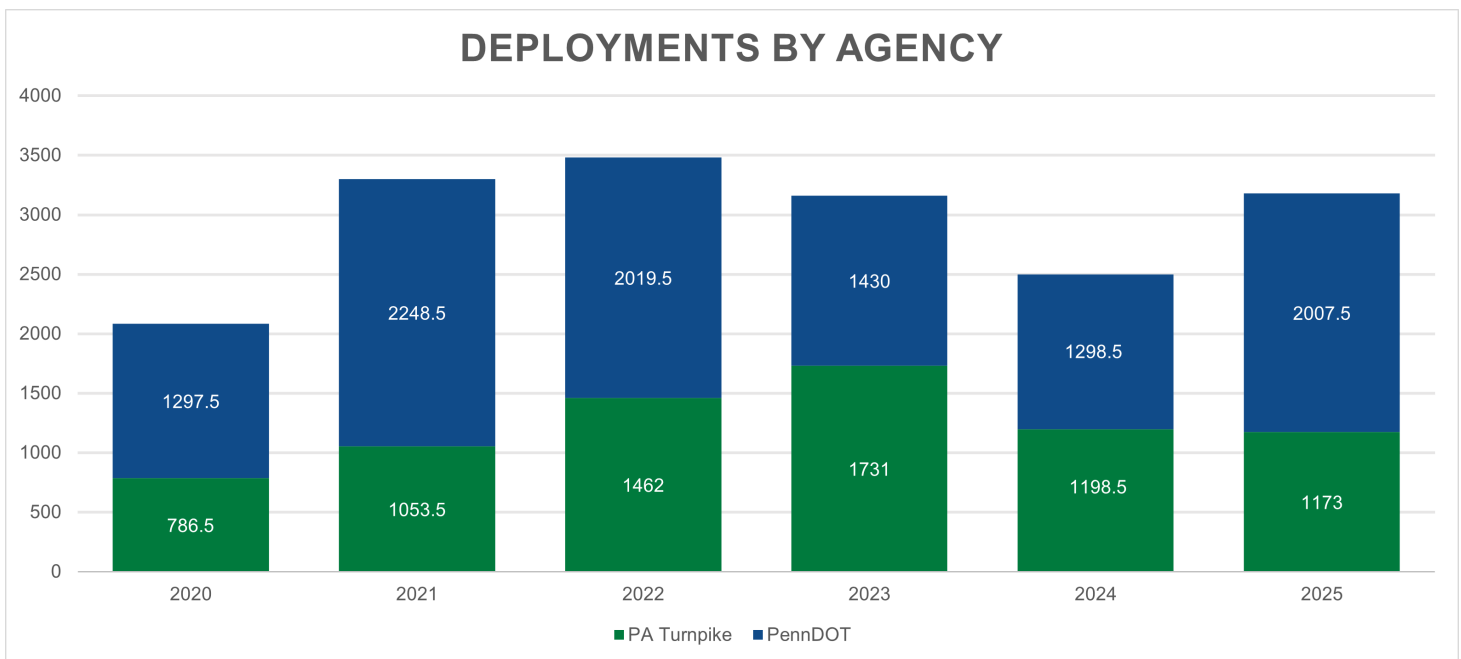


Figure 4. Deployments by Agency per Year, Program Life (2020-2025)

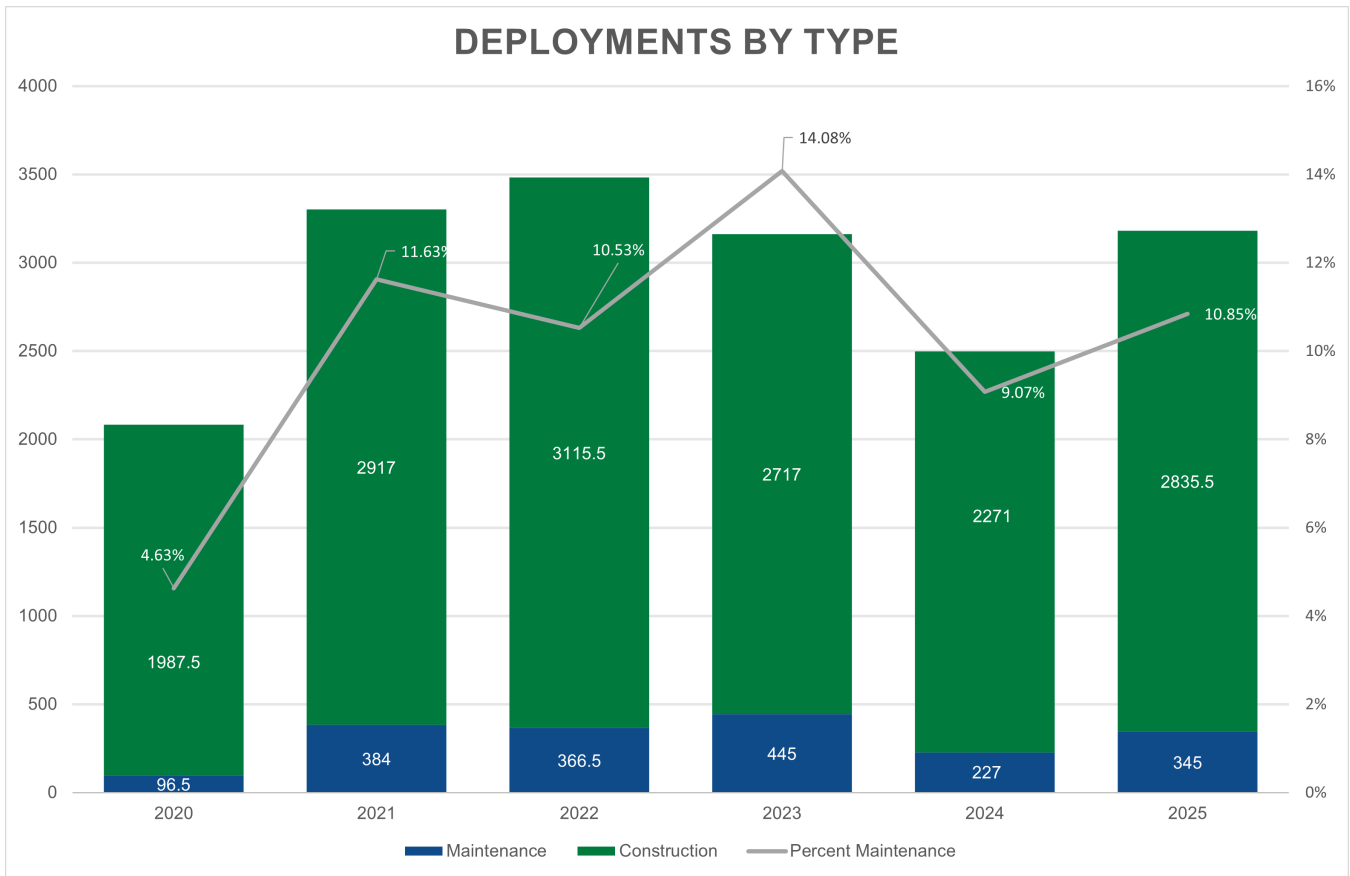


Figure 5. Deployments by Type per Year, Program Life (2020-2025)

## SPEED DATA

The program uses two key metrics to measure program effectiveness as it relates to speed: the percent of traffic traveling over the posted speed limit by any amount and the percent of traffic excessively speeding by 11 MPH or more. Vehicles detected traveling 11 MPH or more in the work zone are eligible to be captured by the enforcement unit and issued a notice of violation. This speed data is collected by the enforcement units while they are providing support to the work zone activities.

A recurring theme throughout the pilot period was an annual seasonal increase in the percent over the speed limit (1+ MPH) and percent excessively speeding (11+ MPH) during the winter months, typically December to the following March. These months typically have fewer active work zones and therefore fewer opportunities for enforcement. Most projects that are enforceable by the program during this time are long-term projects behind barrier where speeds are consistently higher.

However, at the end of 2025, there was not the same sharp increase in both key speed metrics in November and December as was typically seen during the pilot period. While there is a chance that the spike could occur in the early months of 2026, the program is optimistic that the change to the advance warning signs along with increased public awareness for the program has changed this trend and the program is moving away from seeing the sharp increase in speed metrics in the winter months.

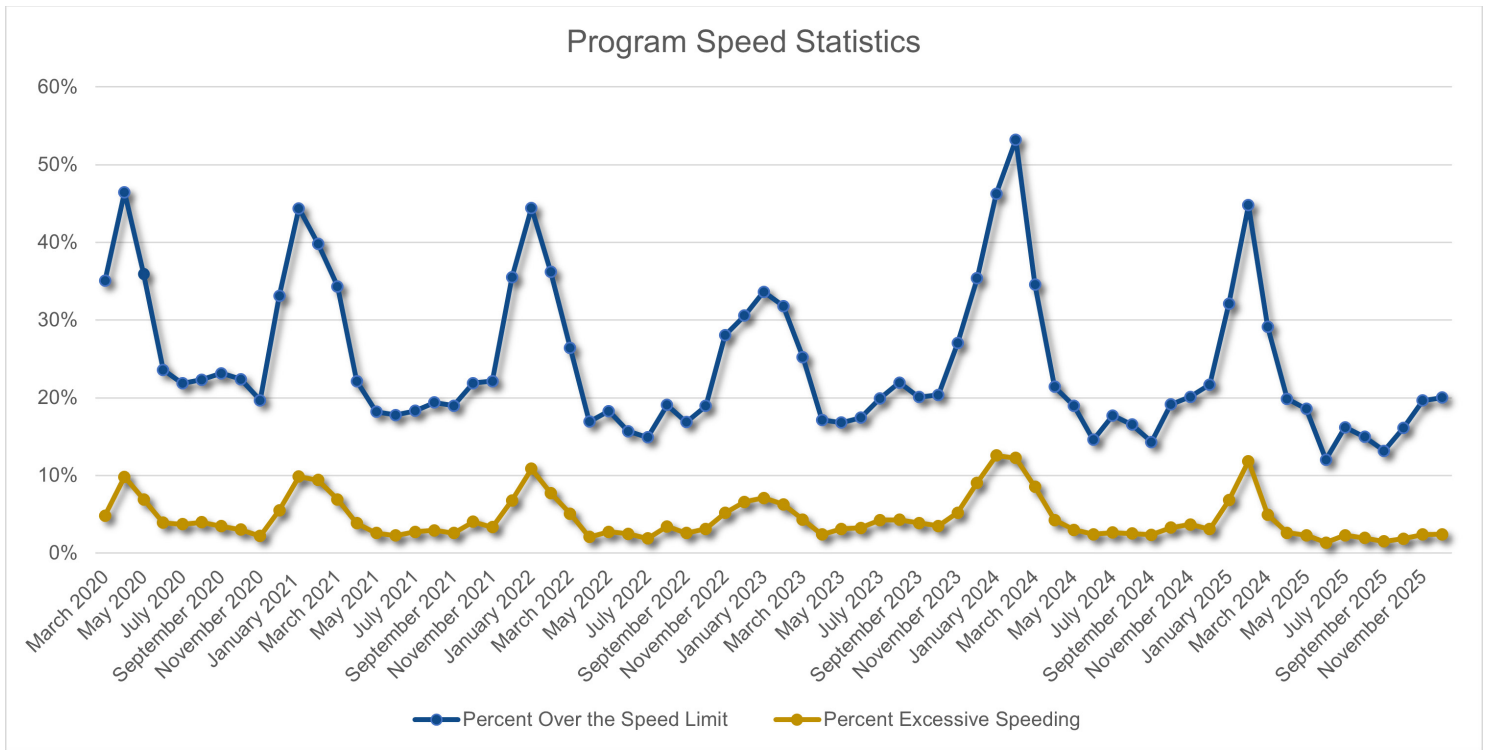


Figure 6. Breakdown of Speed Data, Program Life (2020-2025)

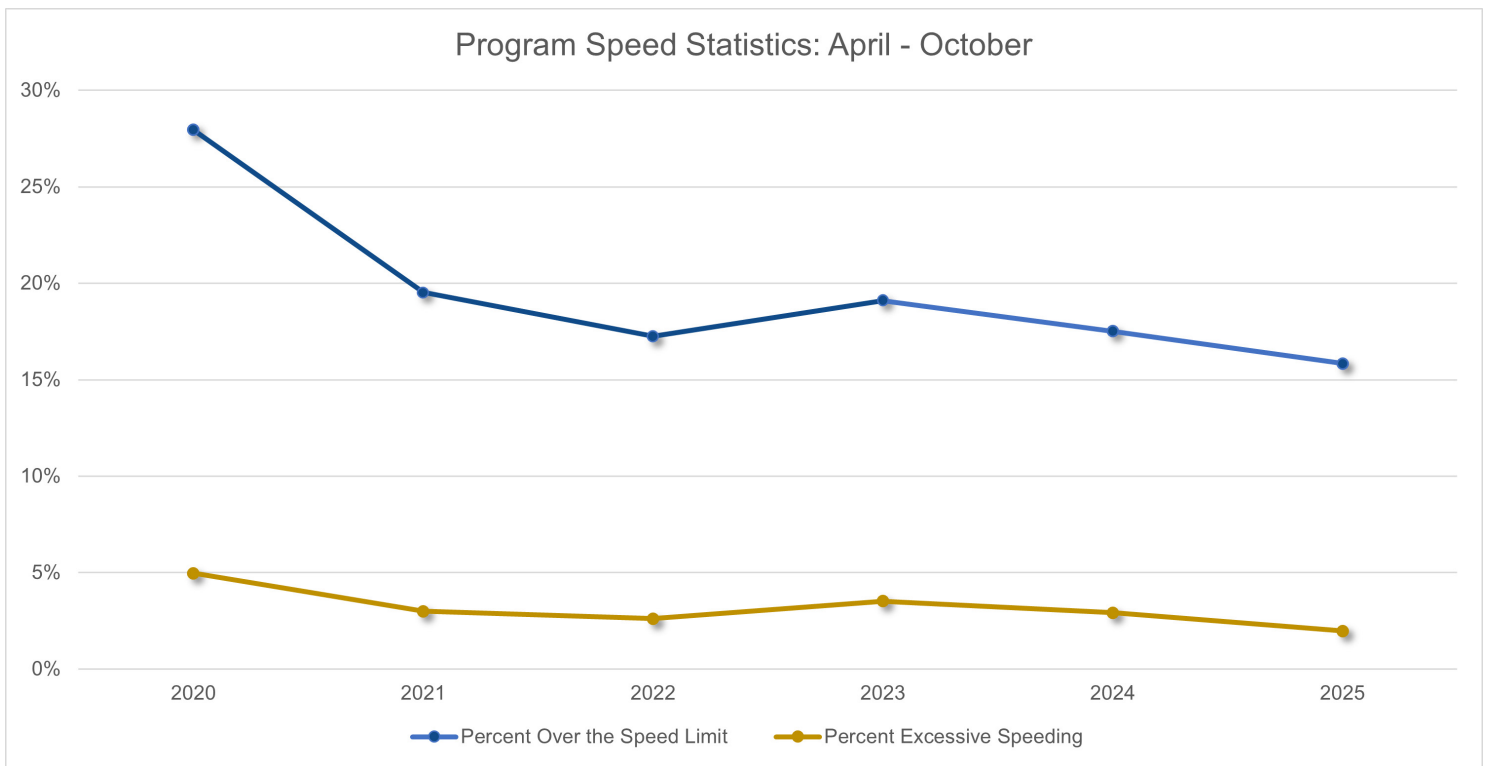


Figure 7. Speed Data for Construction Seasons (2020-2025)

## VIOLATION AND PAYMENT DATA

Since the program began in March 2020, over 76 percent of all violations have been paid. This is significant as the only recourse the Transportation Agencies have to address non-payees is to forward the unpaid violation to a collections agency. A full breakdown of violation payment status is shown in Figure 8.

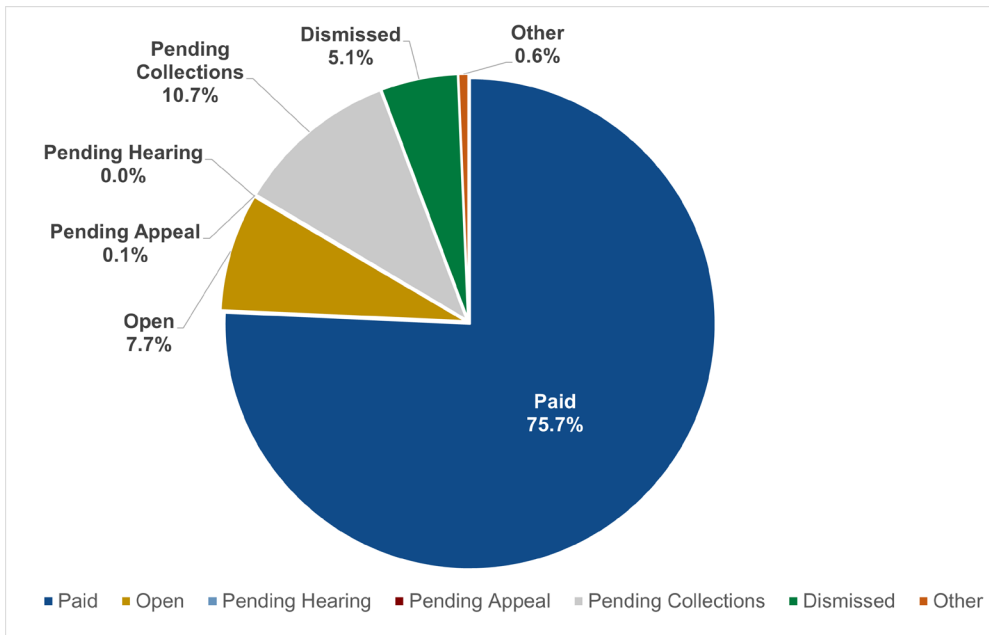


Figure 8. Breakdown of Payment Status, Program Life (2020-2025)

Over the life of the program, approximately 80 percent of events captured were registered in Pennsylvania or states adjacent to Pennsylvania (i.e., Maryland, Ohio, New York, New Jersey, etc.). An additional 12 percent were other out-of-state registrations, and the remaining 8 percent were foreign plates or unidentified plate origins, which are unable to be issued. For vehicles captured that are registered in or adjacent to Pennsylvania, this indicates the motorists whose behavior is most

important to change through this program, as they are the motorists who are most frequently traveling within the Commonwealth. The program is continuing to pursue direct lookup agreements with states that represent the highest share of out-of-state violators to ensure greater accuracy and timeliness with Registered Vehicle Owner information. The breakdown of captured vehicle registrations is shown in Figure 9.

The program is working towards establishing direct lookup agreements with states that represent the highest share of out-of-state violators to ensure greater accuracy and timeliness with Registered Vehicle Owner information. The breakdown of captured vehicle registrations is shown in Figure 9.

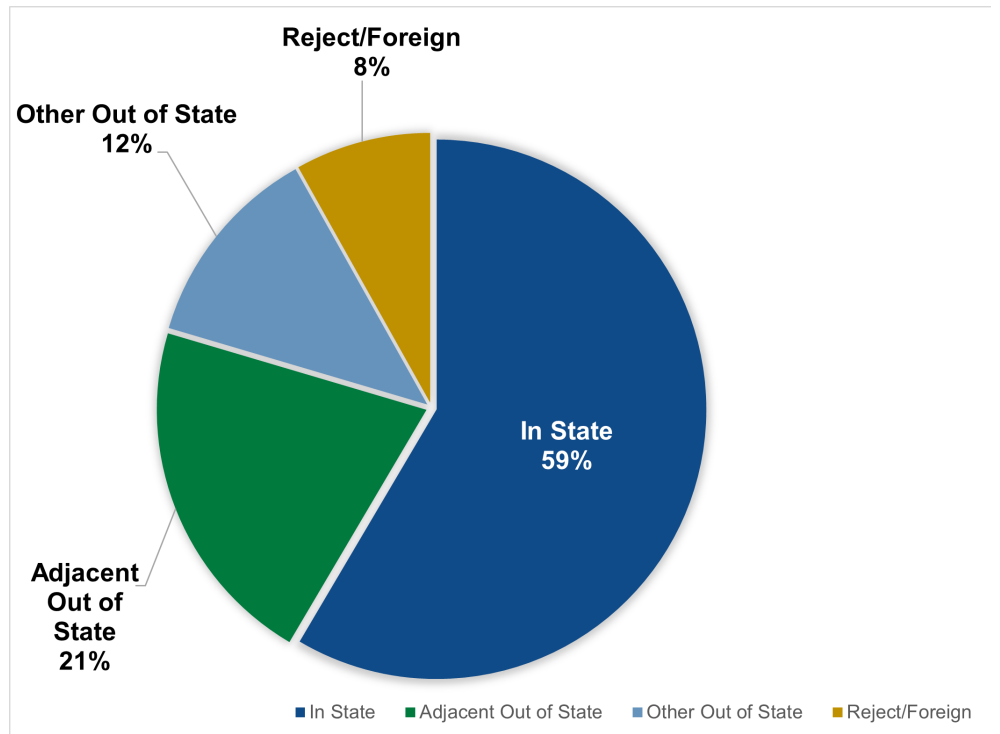


Figure 9. Breakdown of Vehicle Registrations for Events Captured, Program Life (2020-2025)



# CONTESTED VIOLATIONS

From the start of the program in March 2020 through the end of 2025, the program received approximately 12,510 informal hearing requests, less than 1 percent of all violations, from registered owners contesting liability. PennDOT has multiple full-time and part-time WZSSC hearing officer positions to preside over the informal hearings, which began in March 2021. All hearings are being conducted virtually.

Numerous hearing requests have been made where the registered owner attempts to void the violation based on a technicality rather than questioning the accuracy of the violation or the applicability of the location of the work zone deployment. Hearings held to date have generally resulted in the registered owner being found liable. Four defenses are allowed by statute in §3369(g) – a stolen vehicle reported to a police department, evidence that the registered owner was not the owner at the time of the offense, an error in the speed timing device accuracy, or that the registered owner was not driving the vehicle at the time of the offense. Act 38 of 2023 added the fourth “not the driver” defense to the program. There has been an increase in cases found “not liable” due to the addition of this defense. From March 2020-December 2023, 83.1 percent of cases were found liable. From March 2024-December 2025, after the “not the driver” defense was added, the liability rate dropped to 80.7 percent, a reduction of nearly 3 percent. Over those same time periods, the not liable rate increased from 12.7 percent to 14.7 percent.

Table 7 and Figure 10 provide data about informal hearings over the life of the program (March 2020 – December 31, 2025).

Hearings Requested	Found Liable	Found Not Liable	Other (Canceled/Rescheduled)	Appealed
12,530	10,115	1,839	576	291

*Table 7. Contested Violation Data over Life of Program, March 2020 – December 2025*

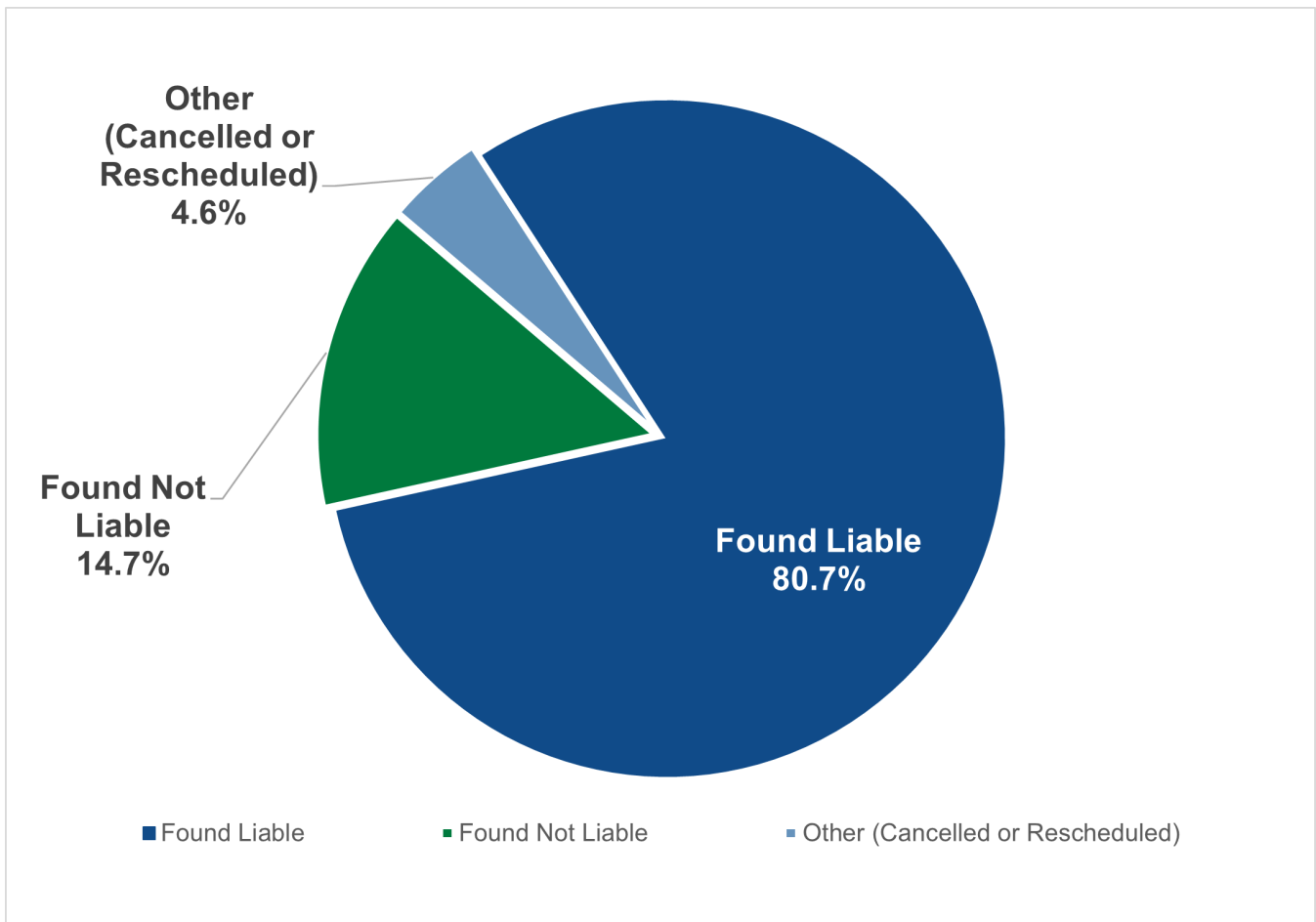


Figure 10. Contested Violation over Life of Program, March 2020 – December 2025

As Table 8 shows, zero-fine first violations have been a majority of the violations contested, though the proportion of first violations contested is significantly less than the proportion of all first violations. While there are no financial implications to the violators, they have expressed several reasons why they contested. First, several violators were concerned about violations impacting their driving record for insurance purposes. While they would often admit their guilt, they would also request leniency in merit points. For these hearings, the program hearing officers explained the program, relayed that the violations are civil in nature and will not impact their driving record, and described the facts in each case. In many of these cases, violators were appreciative and indicated that they would change their behavior. This was a common refrain for first violation hearings.

Contested First Violations	Contested Fine Carrying Violations
7,583 (61%)	4,947 (39%)

Table 8. Breakdown of Contested Violations by Type, Program Life (2020-2025)



# OTHER PROGRAM INFORMATION

## PUBLIC OUTREACH

Public outreach is a key element of the program – it is the cornerstone of the education component of the program principles. Outreach goals have included:

- Overall program awareness.
- Program goals.
- Enforcement location and approach.
- Consequences of violating this law.

## PROGRAM WEBSITE

A dedicated program website has been developed and is hosted by PennDOT at [workzonecameras.penndot.gov](https://workzonecameras.penndot.gov). This website includes program information, locations where WZSSC deployments are active or completed, Frequently Asked Questions about the program, and a contact form for program questions or concerns. Since launch, the program website has had over 200,000 unique page views from 112,000 unique users.

HOME ABOUT REGULATIONS LOCATIONS FAQs SAFETY VIOLATIONS HEARINGS CONTACT US

**PAY OR CONTEST VIOLATION**

## Pennsylvania's Work Zone Speed Safety Cameras

## **SOCIAL MEDIA AND MEDIA RELATIONS**

Social media has been a key tool to disseminate information about the program and remind motorists of the consequences of speeding in Pennsylvania work zones. Over the life of the program, PennDOT social media posts across four platforms amassed roughly 478,000 impressions.

Throughout the lifespan of the program, media requests have been consistently fielded by the PennDOT and the PA Turnpike. PennDOT has fielded at least 40 formal media inquiries on the WZSSC program.

## **PROGRAM CONTROLS**

Historically throughout the program, the Program Administrator has performed field Quality Control (QC) and backoffice QC activities. PSP also conducts independent field QC activities. A summary of QC activities traditionally completed by each group are described below.

- Program Administrator field QC reviews include:
  - Confirmation that both advance warning signs are present and conspicuous.
  - Confirmation that the notice is located on the vehicle.
  - Confirmation that the end road work sign is present and conspicuous.
  - Confirmation that speed limit signs are present and conspicuous.
  - Confirmation that the enforcement unit is placed appropriately in relation to the work activity.
- Program Administrator backoffice QC reviews include:
  - Random sampling of deployment records to ensure that completed deployments meet statutory requirements.
  - Random sampling of rejected events to confirm appropriate reject categorization.
  - Random sampling of prepared notices of violation to confirm accurate details.
- PSP field QC checks include:
  - Confirmation that speed-detection equipment has current certification.
  - Enforcement signing is set up according to the legislation.

PSP has performed field quality control at 349 unique enforcement setups since the start of the program (March 2020) and has found no improper setups per the statute.

Between the Program Administrator and PSP, a total of 5.0 percent of all deployments that have occurred over the life of the program have been field checked.



Pennsylvania  
Department of Transportation