

Department of Planning and Budget
2026 General Assembly Session
State Fiscal Impact Statement

design and construction, implementation, administration, and operation of initiatives, projects, or programs that improve traffic safety, speed management, bicycle and pedestrian safety, public transit, and local systemic safety initiatives otherwise eligible for funding through the Virginia Highway Safety Improvement Program. Any such excess funds shall first be used for such purposes in highway work zones, high-risk intersection segments, or school crossing zones prior to being used for such purposes in any other area. Any impact on localities is indeterminate.

Currently civil penalties collected under this section resulting from a summons issued law-enforcement officer or retired sworn law-enforcement officer employed by the Department of State Police are paid into the Literary Fund. This amends this providing that civil penalties collected under this section resulting from a summons, after July 1, 2026, issued by a law-enforcement officer or retired sworn law-enforcement officer employed by the Department of State Police are to be deposited in a fund used solely for the payment of the agreed-upon compensation and actual program costs incurred by the Department of State Police in placing and operating such speed safety cameras, except that any excess moneys in such fund are to be paid to the Commonwealth Transportation Board to be used for the Virginia Highway Safety Improvement. It is indeterminate the amount of additional revenue this change will generate for VSP and the Commonwealth Transportation Board.

The bill requires that all civil penalties collected resulting from violations of requirements for private vendors providing a photo speed monitoring device and related services would be paid to the Commonwealth Transportation Board to be used for the Virginia Highway Safety Improvement Program. Any revenue collected would be allocated to qualifying projects; however, the amount of revenue generated by violations is indeterminate.

The bill increases the signage requirements at photo speed monitoring locations from one to two conspicuous signs and specifies that one of the signs must be a speed display sign. The costs for any signs that would be placed by the Virginia Department of Transportation (VDOT) would need to be absorbed within existing resources. Any signs placed by localities in a state right of way would require a land use permit from VDOT for which VDOT charges permit fees to offset the costs associated with their review and approval.

Other: The Commonwealth Transportation Board does not receive payments or revenue directly. The Board is primarily involved in directing the allocation of transportation funding, including the Commonwealth Transportation Fund (CTF). The Virginia Highway Safety Improvement Program is administered by the Virginia Department of Transportation and receives funding from multiple sources, including allocations from the CTF.