

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

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**ORIGINAL**

**Bill Number:** HB994EH1

**Patron:** Seibold

**Bill Title:** Photo speed monitoring devices; placement and operation.

**Bill Summary:** Authorizes the governing body of any locality to provide by ordinance for the placement and operation of a photo speed monitoring device by a law-enforcement agency in a safety red zone, defined in the bill, for the purpose of recording vehicle speed violations in such safety red zone. The bill directs the Supreme Court of Virginia to develop a summons for vehicle speed violations captured by photo speed monitoring devices and requires summonses issued for such vehicle speed violations to be such summons. The bill makes various changes to the requirements for the use of photo speed monitoring devices, including the use of funds from collected civil penalties, signage, data retention and storage, photo speed monitoring device calibration, making certain information available to the public, and reporting. The bill imposes additional requirements on private vendors and requires them to comply with all requirements regarding photo speed monitoring devices. The bill establishes civil penalties for violations of requirements and provides that for any summons issued, failure to comply with the requirements for the operation of photo speed monitoring devices render such summons invalid. The bill also limits the use of photo speed monitoring devices in highway work zones to when workers are present, as defined in the bill, and provides that a certificate sworn to or affirmed by a law-enforcement officer or a retired sworn law-enforcement officer is not prima facie evidence of the facts contained therein for a photo speed monitoring device placed in a highway work zone unless the photographs, microphotographs, videotapes, or other recorded images or documentation on which it is based depict or confirm, or the operator of the photo speed monitoring device provides a sworn certification verifying, that workers were present at the time of the vehicle speed violation. The bill directs the Commissioner of Highways to develop criteria for designating a highway segment as a high-risk pedestrian corridor for purposes of identifying safety red zones. The bill contains delayed effective dates for certain provisions.

**Budget Amendment Necessary:** Indeterminate      **Items Impacted:** No

**Explanation:** See below.

**Fiscal Summary:** There is an indeterminate impact as result of this proposal.

**Fiscal Analysis:** The bill directs the Supreme Court of Virginia to develop a summons for vehicle speed violations captured by photo speed monitoring devices and requires summonses issued for such vehicle speed violations to be such summons. This summons requirement is not expected to have a fiscal impact on Courts, according to the Office of the Executive Secretary (OES) of the Supreme Court of Virginia.

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The bill makes various changes to the requirements for the use of photo speed monitoring devices, including the use of funds from collected civil penalties, signage, data retention and storage, photo speed monitoring device calibration, making certain information available to the public, and reporting.

The proposal provides civil penalties collected under this section resulting from a summons issued by a local law-enforcement officer or retired sworn law-enforcement officer employed by a locality are to be paid to the locality in which such violation occurred to be used for its photo speed monitoring device program. This proposal also adds that any funds in excess of those allocated for such purposes shall be deposited in a local fund used solely for planning, 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, but that any such excess funds shall first be used for such purposes in highway work zones, high-risk intersection segments, school crossing zones, or safety red zones prior to being used for such purposes in any other area. The impact of this change on localities is indeterminate.

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

Entities must obtain a Virginia Department of Transportation (VDOT) land use permit for any signs or devices placed within VDOT right-of-way. VDOT incurs costs in processing these permit applications and charges fees per permit to offset such costs. Permit fee revenue collected by VDOT and any costs not offset by the fees is indeterminate. VDOT will incur some cost to meet the bill's requirement for the Commissioner of Highways to establish criteria for designating highway segments as high-risk pedestrian corridors to identify safety red zones. However, this cost should be minimal since the Department already conducts extensive analysis in this area.

**Other:** None.