

Department of Planning and Budget 2022 Fiscal Impact Statement

1. Bill Number: HB747

House of Origin	<input checked="" type="checkbox"/>	Introduced	<input type="checkbox"/>	Substitute	<input type="checkbox"/>	Engrossed
Second House	<input type="checkbox"/>	In Committee	<input type="checkbox"/>	Substitute	<input type="checkbox"/>	Enrolled

2. Patron: Bell

3. Committee: Public Safety

4. Title: Photo speed monitoring devices; locality-designated highway segments.

5. Summary: Authorizes localities to, by ordinance, authorize their local law-enforcement agency to place and operate photo speed monitoring devices in certain locations named in the ordinance, provided that (i) the highway has a posted speed limit of 35 miles per hour or greater; (ii) the ordinance identifies the locality-designated speeding offense to be enforced by the photo speed monitoring device; (iii) speeding, crash, or fatality data support the need for stronger enforcement against speeding; (iv) in counties and towns whose roads are subject to the control and jurisdiction of the Department of Transportation, the locality-designated highway segment is in the secondary state highway system; and (v) the Superintendent of State Police, upon request of the chief law-enforcement officer for the locality, annually certifies that the speed limit on the locality-designated highway segment cannot be safely enforced without the use of a photo speed monitoring device. The bill directs the locality to also identify the speeding violations that may be enforced by a photo speed monitoring device. Current law authorizes the use of photo speed monitoring devices in highway work zones and school crossing zones.

6. Budget Amendment Necessary: No.

7. Fiscal Impact Estimates: Preliminary. See item 8 below.

8. Fiscal Implications: The bill provides that one of the conditions for allowing the placement of photo speed monitoring devices is that speeding, crash, or fatality data support the need for stronger enforcement against speeding. Whereas current law only allows for photo speed monitoring in highway work zones and school crossing zones, the bill would expand local and state authority to all roads, which could include highways maintained by the Virginia Department of Transportation (VDOT). Any fiscal impacts to VDOT from any requested or required studies or data collection to support the need for any device is indeterminate.

Existing statute requires a “conspicuous sign” be placed within 1,000 feet of a location in which a photo speed monitoring device is used indicating the use of the device. VDOT may need to install signage to the extent any localities exercise the expanded authority proposed by this bill on roads where signage is VDOT’s responsibility. Each instance of a photo speed monitoring device would likely require a small sign at a cost of approximately \$1,200 per

sign, or \$2,400 per device for a two-way road. The total cost of any required signage is indeterminate.

The bill requires that Superintendent of State Police, upon request of the chief law-enforcement officer for the locality, annually certifies that the speed limit on the locality-designated highway segment cannot be safely enforced without the use of a photo speed monitoring device. Existing statute requires local law enforcement agencies to report to the Virginia State Police certain data on the use of photo speed monitoring devices and requires the State Police to report on the data. Any fiscal impact to the Virginia State Police from enforcement, collecting and reporting on additional data, or certifying the need for photo speed monitoring devices is indeterminate.

9. Specific Agency or Political Subdivisions Affected: Virginia Department of Transportation, Virginia State Police, Department of Motor Vehicles, localities.

10. Technical Amendment Necessary: No.

11. Other Comments: HB630 also expands authorization for the use of photo speed monitoring devices.