

Department of Planning and Budget 2024 Session Fiscal Impact Statement

1. Bill Number: SB336ER

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

2. Patron: Roem

3. Committee: Passed both houses.

4. Title: Photo speed monitoring devices; high-risk intersection segments.

5. Summary: Permits a state or local law-enforcement agency to place and operate a photo speed monitoring device at a high-risk intersection segment located within the locality for the purpose of recording violations resulting from the operation of a vehicle in excess of the speed limit. A high-risk intersection is defined as any highway or portion located not more than 1,000 feet from the limits of the property of a school that is part of or adjacent to an intersection containing a marked crosswalk in which a traffic fatality has occurred since January 1, 2014. The substitute provides the same requirements for such devices, information collected from such devices, and any enforcement actions resulting from information collected from such devices as current law applies to the use of such devices in school crossing zones and highway work zones. In addition, the substitute requires that all civil penalties collected under this section resulting from a summons issued based on evidence obtained from a photo speed monitoring device placed and operated at a high-risk intersection segment will be paid to the Commonwealth Transportation Board to be used for the Virginia Highway Safety Improvement Program.

6. Budget Amendment Necessary: No.

7. Fiscal Impact Estimates: Final, see Item 8 below.

8. Fiscal Implications: The bill requires that all civil penalties collected resulting from a summons issued based on evidence obtained from a photo speed monitoring device placed and operated at a high-risk intersection segment will be paid to the Commonwealth Transportation Board to be used for the Virginia Highway Safety Improvement Program.

9. Specific Agency or Political Subdivisions Affected: Localities, state and local law enforcement agencies, the Commonwealth Transportation Board, Virginia Department of Transportation.

10. Technical Amendment Necessary: Yes. 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.

11. Other Comments: None.