



PHOTO SPEED MONITORING DEVICES

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EXECUTIVE SUMMARY

Speeding continues to be a significant traffic safety issue and a contributing factor to motor vehicle crashes, injuries, and fatalities across the United States and Virginia. Photo speed monitoring devices (“speed cameras”) are one of many tools available to address speeding and improve roadway safety. Speed cameras are an established traffic safety countermeasure with research generally indicating that their use reduces vehicle speeds and improves roadway safety. However, concerns have been raised about speed camera use in relation to the revenue generated, privacy protections, accuracy, and the equitable placement of such devices.

Virginia is among a majority of states that authorize the use of speed cameras through statewide legislation. These state laws vary substantially in how speed cameras are regulated, such as authorization requirements, camera placement, violation thresholds, civil penalties, revenue restrictions, reporting requirements, privacy protections, and program evaluation measures.

Virginia’s speed camera statute was enacted in 2020. Since the enactment of this statute, the number of speed cameras in use in Virginia, as well as the number of speed camera violations prosecuted, have increased significantly. As a result, at least \$111.8 million in civil penalties have been collected for speed camera violations across the Commonwealth since this law took effect.

While Virginia’s statute contains numerous requirements governing the use of speed cameras, questions have been raised about due process, revenue appropriation, privacy protections, and responsible expansion of the use of such devices. Crime Commission staff identified numerous policy considerations related to Virginia’s use of speed cameras, such as authorization and camera placement standards, signage requirements, speed feedback signs, uniform citation formats, court procedures, warning periods, civil penalty structure, revenue allocation and usage, collection of unpaid penalties, program evaluations, public awareness initiatives, vendor approval processes, privacy protections, calibration standards, and annual reporting requirements.

The Crime Commission did not endorse any legislation related to speed cameras for the 2026 Regular Session of the General Assembly; however, numerous bills impacting the use of speed cameras were introduced by multiple legislators during the 2026 Regular Session. Several of these bills were enacted into law and these amendments to Virginia’s speed camera statute will take effect beginning July 1, 2026, or later.

BACKGROUND & METHODOLOGY

In 2024, the Crime Commission began a two-year study on law enforcement use of surveillance technology.¹⁶⁶ In 2025, as part of that study, the Executive Committee directed staff to examine photo speed monitoring devices (hereinafter referred to as “speed cameras”), with a particular focus on due process, revenue appropriation, privacy protections, and responsible expansion of such devices.¹⁶⁷ In addition, staff were asked to identify potential policy considerations relating to law enforcement use of speed cameras. Staff performed the following activities as part of this study:

- Reviewed literature on the impact of speeding and effectiveness of speed cameras;
- Analyzed motor vehicle crash data across the United States and in Virginia;
- Examined speed camera statutes across the United States and in Virginia;
- Surveyed Virginia law enforcement agencies and localities on their use of revenue generated from speed camera civil penalties; and,
- Consulted with various practitioners, vendors, and advocates.¹⁶⁸

The information in this report is based on law enforcement use of speed cameras in Virginia as the statute existed in 2025.¹⁶⁹ The Crime Commission did not endorse any speed camera legislation for the 2026 Regular Session of the General Assembly; however, numerous bills related to speed cameras were introduced by multiple legislators.¹⁷⁰ Many of those bills were enacted into law and will take effect on July 1, 2026, or later. The “2026 Amendments to Virginia’s Speed Camera Statute” section of this report details the substantive amendments made to the speed camera statute during the 2026 Regular Session.

¹⁶⁶ See Senate Bill 695, 2024 Session of the Virginia General Assembly. (Sen. Mark Peake). <https://legacylis.virginia.gov/cgi-bin/legp604.exe?ses=241&typ=bil&val=sb695>; House Bill 251, 2024 Session of the Virginia General Assembly. (Del. Jackie H. Glass). <https://legacylis.virginia.gov/cgi-bin/legp604.exe?ses=241&typ=bil&val=hb251>.

¹⁶⁷ Letter from Delegate Karrie K. Delaney. See House Bill 2041, 2025 Session of the Virginia General Assembly. (Del. Holly M. Seibold). <https://lis.virginia.gov/bill-details/20251/HB2041/text/HB2041>.

¹⁶⁸ Staff consulted with the following entities: Altumint, Inc., Blue Line Solutions, Elovate, Insurance Institute for Highway Safety – Highway Loss Data Institute (IIHS-HLDI), New Kent County Sheriff’s Office, Office of the Executive Secretary of the Supreme Court of Virginia, Virginia Association of Counties, Virginia Department of State Police, Virginia Department of Transportation, Virginia Municipal League, and Vision Zero Network.

¹⁶⁹ VA. CODE ANN. § 46.2-882.1 (2025).

¹⁷⁰ See Appendix A. In 2026, the Virginia General Assembly amended the speed camera statute to add or strengthen safeguards related to signage distance, speed feedback signs, uniform citations, warning periods, revenue, public awareness, privacy, calibration, and annual reporting (HB 1220). The General Assembly also authorized the use of speed cameras in safety red zones within Planning District 8 (HB 994) and the use of pedestrian crossing and stop sign violation monitoring systems in school crossing and highway work zones under the provisions of the statute (SB 84), as well as the use of speed cameras on a National Park highway “provided that such law-enforcement agency has been authorized [to place such cameras] by the federal government or the National Park Service” (2026 Va. Acts ch. 1033. HB 77 and SB 81, 2026 Regular Session of the Virginia General Assembly. (Del. Paul E. Krizek and Sen. Scott A. Surovell). <https://lis.virginia.gov/bill-details/20261/SB81>. Further, the General Assembly expanded the use of a registered special conservator of the peace or technician to affirm and certify alleged violations of the statute and instructed the Department of Criminal Justice Services to develop a training program for such individuals (SB 59 and HB 684).

LITERATURE REVIEW

Speeding is a risky¹⁷¹ and costly¹⁷² driving behavior. Individuals traveling in vehicles at higher speeds compared to those traveling at lower speeds generally have an increased chance of being involved in traffic crashes and being injured from such crashes.¹⁷³

Speeding may also combine with other risky driving behaviors, such as lack of seatbelt restraint use,¹⁷⁴ distracted driving,¹⁷⁵ impaired driving,¹⁷⁶ drowsy driving,¹⁷⁷ and other forms of aggressive driving (e.g., tailgating),¹⁷⁸ to further increase a driver's likelihood of being involved in a motor vehicle crash. These driving behaviors may compound with one another, as well as with weather or roadway conditions, situational circumstances (e.g., passenger presence and lighting), or personal attributes (e.g., age and driving experience), to increase a driver's likelihood of being involved in a motor vehicle crash and the severity of any resulting injuries.¹⁷⁹

Speed cameras are intended to be a tool to address concerns related to drivers exceeding posted speed limits. Accordingly, as part of this study, staff reviewed and analyzed traffic safety data related to speeding across the United States generally and in Virginia specifically. The following section provides a summary of findings from that analysis.

¹⁷¹ National Highway of Traffic Safety Administration (NHTSA). (n.d.). *Speeding*. <https://www.nhtsa.gov/risky-driving/speeding>. [Accessed 5 June 2026].

¹⁷² The economic and societal costs attributed to speeding can be substantial. For example, one national study estimated that speed-related motor vehicle crashes in the United States resulted in approximately \$46.4 billion in economic costs in 2019. When both economic costs and the loss of one's quality-of-life due to speed-related motor vehicle crashes were considered in the study, the comprehensive costs attributable to speed-related motor vehicle crashes increased to approximately \$225.1 billion. See Blincoe, L., Miller, T., Wang, J.-S., Swedler, D., Coughlin, T., Lawrence, B., Guo, F., Klauer, S., & Dingus, T. (2023, February). *The economic and societal impact of motor vehicle crashes, 2019 (Revised)* (Report No. DOT HS 813 403) (pp. 125-127). National Highway Traffic Safety Administration. <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813403>.

¹⁷³ See, e.g., Elvik, R., Vadeby, A., Hels, T., & van Schagen, I. (2019). Updated estimates of the relationship between speed and road safety at the aggregate and individual levels. *Accident Analysis & Prevention*, 123, 114-122. <https://doi.org/10.1016/j.aap.2018.11.014>.

¹⁷⁴ National Highway of Traffic Safety Administration (NHTSA). (n.d.). *Seat belts*. <https://www.nhtsa.gov/vehicle-safety/seat-belts>. [Accessed 12 June 2026].

¹⁷⁵ National Highway of Traffic Safety Administration (NHTSA). (n.d.). *Distracted driving*. <https://www.nhtsa.gov/risky-driving/distracted-driving>. [Accessed 6 May 2026].

¹⁷⁶ National Highway of Traffic Safety Administration (NHTSA). (n.d.). *Drug impaired driving*. <https://www.nhtsa.gov/risky-driving/drug-impaired-driving>. [Accessed 6 May 2026]. See also NHTSA (n.d.). *Drunk driving*. <https://www.nhtsa.gov/risky-driving/drunk-driving>. [Accessed 6 May 2026].

¹⁷⁷ National Highway of Traffic Safety Administration (NHTSA). (n.d.). *Drowsy driving*. <https://www.nhtsa.gov/risky-driving/drowsy-driving>. [Accessed 6 May 2026].

¹⁷⁸ American Automobile Association (AAA) Exchange. (2025). *Aggressive driving*. <https://exchange.aaa.com/safety/driving-advice/aggressive-driving/>. [Accessed 6 May 2026].

¹⁷⁹ See, e.g., Adanu, E. K., Smith, R., Powell, L., & Jones, S. (2017). Multilevel analysis of the role of human factors in regional disparities in crash outcomes. *Accident Analysis & Prevention*, 109, 10-17. <https://doi.org/10.1016/j.aap.2017.09.022>; Hao, H., Li, Y. E., Medina, A., Gibbons, R. B., & Wang, L. (2020). Understanding crashes involving roadway objects with SHRP 2 naturalistic driving study data. *Journal of Safety Research*, 73, 199-209. <https://doi.org/10.1016/j.jsr.2020.03.005>; Hossain, M. M., & Rahman, M. A. (2023). Understanding the potential key risk factors associated with teen driver crashes in the United States: A literature review. *Digital Transportation and Safety*, 2(4), 268-277. <https://doi.org/10.48130/DTS-2023-0022>; Zheng, L., Li, Y., Ding, T., Meng, F., & Zhang, Y. (2023). Analysis of factors affecting crash under risk scenarios based on driver homogenous clustering. *PLOS One*, 18(10), e0293307. <https://doi.org/10.1371/journal.pone.0293307>.

Speeding contributes to a notable portion of motor vehicle crashes, injuries, and fatalities each year.

Since 2021, speeding has contributed to approximately 10% of all motor vehicle traffic crashes,¹⁸⁰ 13% of all motor vehicle traffic crash injuries,¹⁸¹ and nearly 30% of all motor vehicle traffic crash fatalities each year on average in the United States.¹⁸²

Speeding also contributes to motor vehicle crashes, injuries, and fatalities in Virginia. To determine the role of speeding in motor vehicle crashes, injuries, and fatalities in Virginia, staff conducted an analysis of statewide motor vehicle crash data queried from the Virginia Department of Motor Vehicles' Traffic Records Electronic Data System (TREDS).¹⁸³

Staff analysis revealed that speeding plays a significant role in motor vehicle crashes across Virginia. Between 2015 and 2025, there were 1,360,951 motor vehicle crashes in Virginia, with an average of about 123,723 crashes per year.¹⁸⁴ On average each year, about 20% of statewide motor vehicle crashes were speed-related.¹⁸⁵ As seen in Table 1, when specifically examining speed-related crashes between 2015 and 2025, staff found that such crashes resulted in an average of:

- 13,361 injuries each year;
- 2,373 serious injuries each year;¹⁸⁶ and,
- 376 fatalities each year.

¹⁸⁰ National Highway Traffic Safety Administration (NHTSA). (2026, July). *2024 Speeding Traffic Safety Facts*. U.S. Department of Transportation, DOT HS 813 823 (p. 2). <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813823>. National Highway Traffic Safety Administration (NHTSA). (2025, June). *2023 Speeding Traffic Safety Facts*. U.S. Department of Transportation, DOT HS 813 721 (p. 2). <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813721>; NHTSA. (2024, July). *2022 Speeding Traffic Safety Facts*. U.S. Department of Transportation, DOT HS 813 582 (p. 2). <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813582>; NHTSA. (2023, July). *2021 Speeding Traffic Safety Facts*. U.S. Department of Transportation, DOT HS 813 473 (p. 2). <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813473>.

¹⁸¹ National Highway Traffic Safety Administration (NHTSA). (2026, July). *2024 Speeding Traffic Safety Facts*. U.S. Department of Transportation, DOT HS 813 823 (see Table 1, p. 3). <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813823>.

¹⁸² *Id.*

¹⁸³ See, Virginia Department of Motor Vehicles, Traffic Records Electronic Data System (TREDS). <https://www.dmv.virginia.gov/safety/crash-data/traffic-records-electronic-data-system>; Data specifically accessed from the *Interactive Public Report* site at <https://www.treds.virginia.gov/UI/Reports/Public/InteractiveReport.aspx?ReportPath=/Interactive%20Crash%20Reports/Interactive%20Report>; Note: The TREDS captures the number and nature of motor vehicle crashes reported by law enforcement officers using the Police Crash Report (FR300) form, which must be completed when a "motor vehicle accident result[s] in injury to or death of any person or total property damage to an apparent extent of \$1,500 or more" until July 1, 2025, when the reporting threshold was doubled to \$3,000, per Virginia Code § 46.2-373. [House Bill 2256, 2025 Session of the Virginia General Assembly. (Del. Michelle Lopes Maldonado). <https://lis.virginia.gov/bill-details/20251/HB2256>.] The DMV's TREDS does not include minor crashes that fall below the statutory reporting threshold, which are more likely to occur at lower speeds. As such, data from the DMV's TREDS are generally understood to undercount the total number of motor vehicle crashes occurring in the Commonwealth in any given calendar year.

¹⁸⁴ Virginia Department of Motor Vehicles, Traffic Records Electronic Data System (TREDS) Data, *Interactive Crash Data Report*, January 1, 2015, to December 31, 2025.

¹⁸⁵ *Id.*

¹⁸⁶ Note that serious injuries are a subcategory of injuries.

Table 1: Motor Vehicle Crashes, Serious Injuries, and Fatalities Statewide in Virginia, CY15-CY25

Calendar Year (CY)	Total Crashes Statewide	Speed-Related Crashes Statewide	From Speed-Related Crashes Statewide		
			Injuries	Serious Injuries*	Fatalities
2015	125,800	25,322	14,099	2,662	326
2016	128,525	24,264	13,602	2,591	316
2017	127,375	23,948	12,937	2,328	318
2018	131,848	25,892	13,346	2,336	339
2019	128,172	24,739	13,289	2,240	349
2020	105,600	22,479	11,528	2,263	406
2021	118,498	24,620	12,902	2,407	445
2022	122,434	24,877	13,051	2,395	441
2023	127,597	25,274	13,474	2,486	449
2024	129,244	25,705	13,743	2,352	410
2025	115,858	22,529	14,995	2,042	342
TOTAL	1,360,951	269,649	146,966	26,102	4,141

Source: Virginia Department of Motor Vehicles, Traffic Records Electronic Data System (TREDS) Data, Interactive Crash Data Report, January 1, 2015, to December 31, 2025. Table prepared by Crime Commission staff.

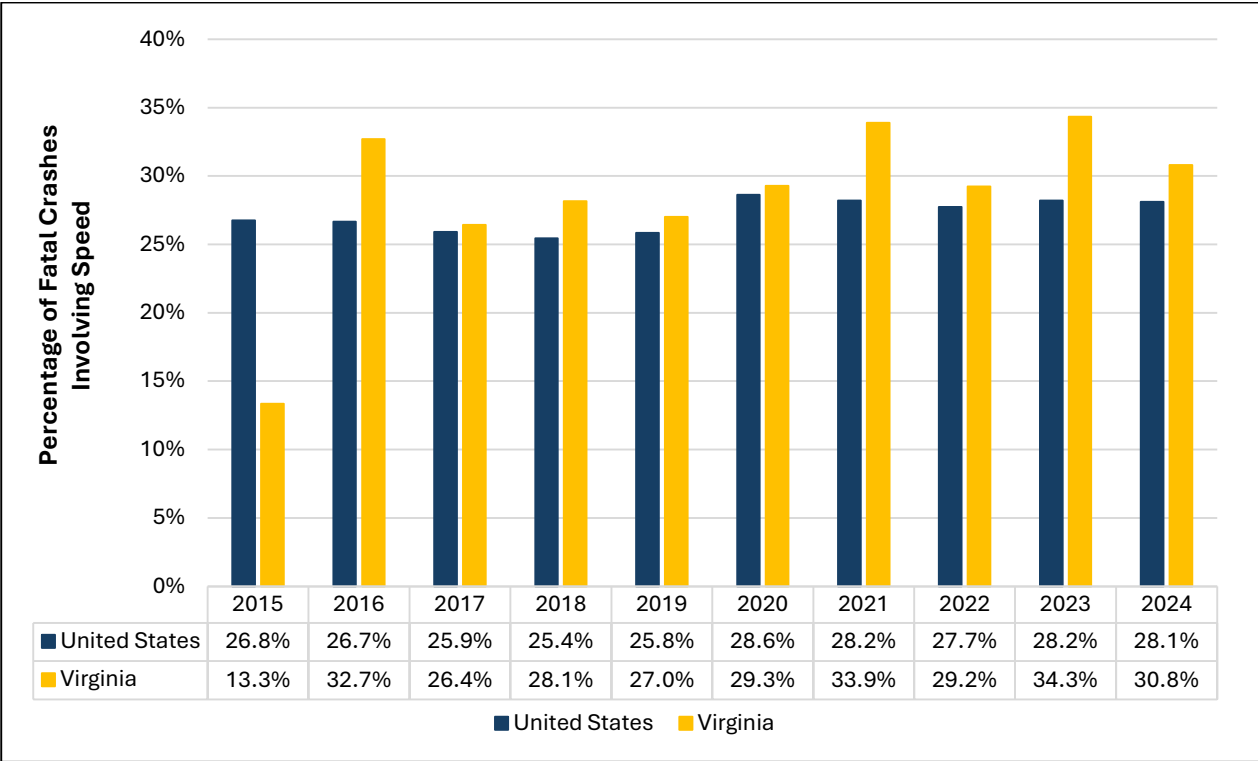
Note: * Serious injuries are a subcategory of injuries.

Since 2016, Virginia consistently had a higher annual percentage of fatal motor vehicle crashes involving speed as compared to the national percentage.

As seen in Chart 1, the percentage of fatal motor vehicle crashes that involved speed has remained consistent in the United States between 2015 and 2024. However, since 2016, the percentage of fatal motor vehicle crashes that involved speed in Virginia has been slightly higher than the nation's overall percentage of fatal motor vehicle crashes that involved speed.¹⁸⁷

¹⁸⁷ Using the FARS Web-Based Encyclopedia query tool (<https://cdan.dot.gov/query>), Crime Commission staff queried information included in Chart 1 using the following criteria: Crashes -> Fatal Motor Vehicle Crashes -> Years: 2015-2024 -> Report Type: Table > Rows (State); Columns (Crash Date (Year) by Involving Speeding). Query conducted on May 6, 2026. Data for 2025 was not available at the time of the query.

Chart 1: Percentage of Fatal Motor Vehicle Crashes Involving Speed in the United States, 2015-2024



Source: National Highway Traffic Safety Administration (NHTSA). Fatality Analysis Reporting System (FARS): 2015-2023 Final File and 2024 Annual Report File (ARF). Chart prepared by Crime Commission staff. The “United States” category includes all 50 U.S. states plus Washington, D.C.

Speeding is a contributing factor to motor vehicle crashes, injuries, and fatalities in both school zones and work zones in Virginia.

Because Virginia’s speed camera statute authorizes the placement of such devices in school crossing zones and highway work zones,¹⁸⁸ an analysis of Virginia motor vehicle crash data from 2015 through 2025 in these zones was conducted.

Speed-Related Motor Vehicle Crashes, Injuries, and Fatalities in School Zones

Around 1% (18,850 of 1,360,951) of total motor vehicle crashes statewide occurred in school zones¹⁸⁹ between 2015 and 2025.¹⁹⁰ On average each year, about 14% of motor vehicle crashes that occurred in school zones were speed-related.¹⁹¹

¹⁸⁸ State and local law enforcement agencies are authorized to use speed cameras in high-risk intersection segments under Virginia law; however, no law enforcement agencies have reported using speed cameras in such segments as of January 2026. See VA. CODE ANN. § 46.2-882.1 (2025). See also Senate Bill 336 (2024) at <https://legacylis.virginia.gov/cgi-bin/legp604.exe?241+ful+CHAP0670>. See also Virginia State Police. (2026, February). *Report on photo speed monitoring device usage by local and state law enforcement*. <https://rga.lis.virginia.gov/Published/2026/RD242/PDF>.

¹⁸⁹ In the Police Crash Report (FR300) manual, a school zone is defined as follows: “A school zone should be considered from the warning sign (with or without flashing lights) to the end school zone sign. Where there are no signs then the school zone should be from the preceding intersection to the school to the following intersection, or where cross walks may be applied to the pavement” (p. 62). <https://www.treds.virginia.gov/ui/training/docs/fr300%20manual.pdf>.

¹⁹⁰ Virginia Department of Motor Vehicles, Traffic Records Electronic Data System (TREDS) Data, *Interactive Crash Data Report*, January 1, 2015, to December 31, 2025.

¹⁹¹ *Id.*

As seen in Table 2, when specifically examining the speed-related motor vehicle crashes that occurred in school zones between 2015 and 2025, staff found that such crashes resulted in an average of:

- 147 injuries each year;
- 23 serious injuries each year;¹⁹² and,
- 3 fatalities each year.

Table 2: Motor Vehicle Crashes, Serious Injuries, and Fatalities in School Zones in Virginia, CY15-CY25

Calendar Year (CY)	Total Crashes in School Zones	Speed-Related Crashes in School Zones	From Speed-Related Crashes in School Zones		
			Injuries	Serious Injuries*	Fatalities
2015	1,866	248	154	22	0
2016	1,902	228	118	19	2
2017	1,882	234	149	24	2
2018	1,798	219	137	25	4
2019	1,756	246	162	24	3
2020	1,153	156	81	14	6
2021	1,472	216	143	30	7
2022	1,714	268	180	29	2
2023	1,772	265	189	22	3
2024	1,752	219	137	14	4
2025	1,783	241	167	26	5
TOTAL	18,850	2,540	1,617	249	38

Source: Virginia Department of Motor Vehicles, Traffic Records Electronic Data System (TREDS) Data, Interactive Crash Data Report, January 1, 2015, to December 31, 2025. Table prepared by Crime Commission staff.

Note: * Serious injuries are a subcategory of injuries.

Speed-Related Motor Vehicle Crashes, Injuries, and Fatalities in Work Zones

Around 3% (39,337 of 1,360,951) of total motor vehicle crashes statewide occurred in work zones¹⁹³ between 2015 and 2025.¹⁹⁴ On average each year, about 29% of motor vehicle crashes that occurred in work zones were speed-related.¹⁹⁵

As seen in Table 3, when specifically examining the speed-related motor vehicle crashes that occurred in work zones between 2015 and 2025, staff found that such crashes resulted in an average of:

- 508 injuries each year;
- 58 serious injuries each year;¹⁹⁶ and,
- 6 fatalities each year.

¹⁹² Note that serious injuries are a subcategory of injuries.

¹⁹³ In the Police Crash Report (FR300) manual, a work zone is defined as follows: "Any area of a highway with construction, maintenance, or utility work activities, typically marked by signs, channelizing devices, barriers, pavement markings, and/or work vehicles. The work zone extends from the first warning sign or Advance Warning Area until the Termination Area [...]. Workers may or may not be present" (p. 56). <https://www.treds.virginia.gov/ui/training/docs/fr300%20manual.pdf>.

¹⁹⁴ Virginia Department of Motor Vehicles, Traffic Records Electronic Data System (TREDS) Data, *Interactive Crash Data Report*, January 1, 2015, to December 31, 2025.

¹⁹⁵ *Id.*

¹⁹⁶ Note that serious injuries are a subcategory of injuries.

Table 3: Motor Vehicle Crashes, Serious Injuries, and Fatalities in Work Zones in Virginia, CY15-CY25

Calendar Year (CY)	Total Crashes in Work Zones	Speed-Related Crashes in Work Zones	From Speed-Related Crashes in Work Zones		
			Injuries	Serious Injuries*	Fatalities
2015	2,622	691	403	46	3
2016	2,432	507	297	41	5
2017	2,667	634	316	34	3
2018	2,528	682	375	53	4
2019	3,869	1,177	605	57	5
2020	3,757	1,240	554	56	10
2021	4,854	1,670	675	76	15
2022	4,741	1,544	625	73	6
2023	4,110	1,312	525	54	6
2024	3,746	1,143	497	72	7
2025	4,011	1,225	718	73	6
TOTAL	39,337	11,825	5,590	635	70

Source: Virginia Department of Motor Vehicles, Traffic Records Electronic Data System (TREDs) Data, Interactive Crash Data Report, January 1, 2015, to December 31, 2025. Table prepared by Crime Commission staff.

Note: * Serious injuries are a subcategory of injuries.

SPEED CAMERAS ARE AN EFFECTIVE COUNTERMEASURE TO ADDRESS SPEEDING

Crime Commission staff examined the effectiveness of speed cameras as both a traffic safety measure and enforcement countermeasure. This section summarizes findings from this review.

Although the discussion below focuses on speed cameras, it is important to note that a number of other traffic safety measures can be used either as alternatives or compliments to automated speed enforcement. Such measures include speed feedback signs, lane narrowing, and the implementation of appropriate speed limits that account for the safety of all road users.¹⁹⁷

Speed camera enforcement is one countermeasure of many used to deter speeding.

Automated traffic enforcement technologies, including speed cameras, are used in jurisdictions throughout the United States and internationally to improve traffic safety and encourage compliance with traffic laws. Speed cameras have been in use in the United States for nearly 40 years.¹⁹⁸ The use of these technologies is grounded in deterrence theory, which contends that individuals are less likely to engage in unlawful behavior when there is a heightened actual or perceived likelihood of being

¹⁹⁷ Vision Zero Network. (2024). *Fair warnings recommendations to promote equity in speed safety camera programs*, pp. 8-9.

<https://visionzeronetwork.org/new-resource-fair-warnings/>. For a description of speeding and speed management countermeasures and their effectiveness ratings, see also Kirley, B. B., Robison, K. L., Goodwin, A. H., Harmon, K. J. O'Brien, N. P., West, A., Harrell, S. S., Thomas, L., & Brookshire, K. (2023, November). *Countermeasures that work: A highway safety countermeasure guide for State Highway Safety Offices, 11th edition*, 2023. (Report No. DOT HS 813 490), pages 4-1 to 4-59. National Highway Traffic Safety Administration. <https://rosap.nhtl.bts.gov/view/dot/72947>.

¹⁹⁸ Insurance Institute for Highway Safety-Highway Loss Data Institute. (2026, January). Research areas: Speed. <https://www.iihs.org/research-areas/speed>. [Accessed 6 May 2026].

caught.¹⁹⁹ In the context of speed camera enforcement, a motorist may be deterred from exceeding the speed limit in an enforced area because of the risk that their vehicle's license plate will be captured and used to issue a citation or other penalty.

Research shows that speed cameras reduce vehicle speeds when active on various road segments.²⁰⁰ For example, one study examining speed camera enforcement in school zones in New York City shows that the overall number of speeding violations issued was reduced by an average of 75% over a 2.5 year period as compared to such number within the first month of the City's speed camera program expansion, though most of the reduction occurred within the first six months.²⁰¹ Another study examining speed camera effectiveness in school zones in Seattle, Washington, also shows that the speed camera violation rate and average vehicle speed were significantly reduced during the speed camera enforcement period compared to during the initial warning period and that these reductions were sustained into the second year of the speed camera program.²⁰² This research suggests that speed cameras may also be effective in promoting longer-term reductions in vehicle speeds.

Speed cameras can be effective in reducing fatalities and serious injuries resulting from motor vehicle crashes.

Research examining the effectiveness of speed cameras in communities both internationally and within the United States shows that speed cameras can be effective in reducing the frequency and severity of traffic crashes.²⁰³ For example, one study examining speed camera enforcement in Montgomery

¹⁹⁹ See, e.g., Anderson, L., & Trulove, V. (2025). Speeding and deterrence: A comparative analysis of police officer enforcement and camera-based systems. *Policing & Society*, 36(3), 342-361. <https://doi.org/10.1080/10439463.2025.2573332>; and, Steinbach, R., Perkins, C., Edwards, P., Beecher, D., & Roberts, I. (2016). *Speed cameras to reduce speeding traffic and road traffic injuries. (What works: Crime reduction systematic review series No 8)*. Cochrane Injuries Group (pp. 40-41). <https://library.college.police.uk/docs/what-works/SR8-Speed-Cameras-2017.pdf>. For an overview of deterrence theory in a criminal justice context more broadly, see also Nagin, D. S., Cullen, F. T., & Jonson, C. L. (2018). *Deterrence, choice, and crime: Contemporary perspectives*. New York. <https://api.taylorfrancis.com/content/books/mono/download?identifierName=doi&identifierValue=10.4324/9781351112710&type=googlepdf>.

²⁰⁰ Factor, R., Haviv, N. & Keren, G. Enforcement and behavior: The effects of suspending enforcement through automatic speed cameras. *Journal of Experimental Criminology*, 19, 743-759 (2023). <https://doi.org/10.1007/s11292-022-09507-z>; Vadeby, A., & Howard, C. (2024). Spot speed cameras in a series - Effects on speed and traffic safety. *Accident Analysis & Prevention*, 199, 107525. <https://doi.org/10.1016/j.aap.2024.107525>; Quistberg, D. A., Thompson, L. L., Curtin, J., Rivara, F. P., & Ebel, B. E. (2019). Impact of automated photo enforcement of vehicle speed in school zones: Interrupted time series analysis. *Injury Prevention*, 25(5), 400-406. <https://doi.org/10.1136/injuryprev-2018-042912>; Gao, J., Yang, D., Xu, C., Ozbay, K., & Sharma, S. (2025). Assessing the impact of fixed speed cameras on speeding behavior and crashes: A longitudinal study in New York City. *Transportation Research Interdisciplinary Perspectives*, 30, 101373. <https://doi.org/10.1016/j.trip.2025.101373>; Hu, W., & McCart, A. T. (2016). Effects of automated speed enforcement in Montgomery County, Maryland, on vehicle speeds, public opinion, and crashes. *Traffic Injury Prevention*, 17:sup1, 53-58. DOI: 10.1080/15389588.2016.1189076; Sheykhard, A., Haghighi, F., Saeidi, S., SafariTaherkhani, M., Fountas, G., & Das, S. (2025). Behavioral modeling of drivers near speed control cameras: A dual perspective from micro and macro data. *Transportation Research Record*, 2679(4), 181-197. <https://doi.org/10.1177/03611981241287787>.

²⁰¹ Gao, J., Yang, D., Xu, C., Ozbay, K., & Sharma, S. (2025). Assessing the impact of fixed speed cameras on speeding behavior and crashes: A longitudinal study in New York City. *Transportation Research Interdisciplinary Perspectives*, 30, 101373. <https://doi.org/10.1016/j.trip.2025.101373>. See also New York City Department of Transportation (NYC DOT). (2024). *New York City automated speed enforcement program: 2024 report*. <https://www.nyc.gov/html/dot/downloads/pdf/speed-camera-report.pdf>.

²⁰² Quistberg, D. A., Thompson, L. L., Curtin, J., Rivara, F. P., & Ebel, B. E. (2019). Impact of automated photo enforcement of vehicle speed in school zones: Interrupted time series analysis. *Injury Prevention*, 25(5), 400-406. <https://doi.org/10.1136/injuryprev-2018-042912>.

²⁰³ Vadeby, A., & Howard, C. (2024). Spot speed cameras in a series - Effects on speed and traffic safety. *Accident Analysis & Prevention*, 199, 107525. <https://doi.org/10.1016/j.aap.2024.107525>; Hu, W., & McCart, A. T. (2016). Effects of automated speed enforcement in Montgomery County, Maryland, on vehicle speeds, public opinion, and crashes. *Traffic Injury Prevention*, 17:sup1, 53-58. <https://doi.org/10.1080/15389588.2016.1189076>; Patel, V. R., Liu, M., & Jena, A. B. (2026). Association of speed camera enforcement with motor vehicle crash injuries. *Annals of Surgery*. DOI: 10.1097/SLA.0000000000007060; Gao, J., Yang, D., Xu, C., Ozbay, K., & Sharma, S. (2025). Assessing the impact of fixed speed cameras on speeding behavior and crashes: A longitudinal study in New York City. *Transportation Research Interdisciplinary Perspectives*, 30, 101373. <https://doi.org/10.1016/j.trip.2025.101373>. See also New York City Department of Transportation (NYC DOT). (2024). *New York City automated speed enforcement program: 2024 report*. <https://www.nyc.gov/html/dot/downloads/pdf/speed-camera-report.pdf>.

County, Maryland, shows that the likelihood of a traffic crash involving a fatal or incapacitating injury in a site with speed cameras decreased by nearly 20% as compared to in similar sites without speed cameras.²⁰⁴ This study also showed that the operation of speed cameras in combination with statutory changes²⁰⁵ and periodically moving some speed cameras throughout the enforcement zone further decreased the likelihood of a traffic crash involving a fatal or incapacitating injury.²⁰⁶ This body of research suggests that the use of speed cameras may be effective in reducing traffic collisions and their severity.

Concerns with speed camera programs frequently relate to revenue generation, privacy protections, technology errors, and device placement.

Despite continued research that shows speed cameras can be effective at reducing speeds and improving traffic safety, a number of concerns persist about the use of this technology.²⁰⁷ Those concerns commonly relate to:

- Use and transparency of revenue generated from speed camera programs;²⁰⁸
- Privacy protections of captured images and other retained data;²⁰⁹
- Accuracy of speed camera technology;²¹⁰
- Justification for speed camera placement;²¹¹ and

[report.pdf](#); Tilahun, N. (2023). Safety impact of automated speed camera enforcement: Empirical findings based on Chicago's speed cameras. *Transportation Research Record*, 2677(1), 1490-1498. <https://doi.org/10.1177/03611981221104808>; Guerra, E., Puchalsky, C., Kovalova, N., Hu, Y., Si, Q., Tan, J., & Zhao, G. (2024). Evaluating the effectiveness of speed cameras on Philadelphia's Roosevelt Boulevard. *Transportation Research Record*, 2678(9), 452-461. <https://doi.org/10.1177/03611981241230320>.

²⁰⁴ Hu, W., & McCartt, A. T. (2016). Effects of automated speed enforcement in Montgomery County, Maryland, on vehicle speeds, public opinion, and crashes. *Traffic Injury Prevention*, 17:sup1, 53-58. <https://doi.org/10.1080/15389588.2016.1189076>. See Table 2 (p. 57).

²⁰⁵ Hu, W., & McCartt, A. T. (2016). Effects of automated speed enforcement in Montgomery County, Maryland, on vehicle speeds, public opinion, and crashes. *Traffic Injury Prevention*, 17:sup1, 53-58. <https://doi.org/10.1080/15389588.2016.1189076>. The authors explain, "Maryland's law allowed [speed] cameras to be placed only on residential roadways with speed limits of 35 mph or less or in school zones. [...] Initially citations were issued for vehicles traveling at least 11 mph above the speed limit. To reflect changes in the state statute allowing the speed camera program, effective October 1, 2009, the speed threshold was changed to 12 mph above the speed limit, and school zone camera operations were restricted to 6 a.m.–8 p.m. on weekdays" (p. 54).

²⁰⁶ Hu, W., & McCartt, A. T. (2016). Effects of automated speed enforcement in Montgomery County, Maryland, on vehicle speeds, public opinion, and crashes. *Traffic Injury Prevention*, 17:sup1, 53-58. <https://doi.org/10.1080/15389588.2016.1189076>. See Table 2 (p. 57).

²⁰⁷ Zhang, X. & Steinbach, R. (2025). *2024 Traffic Safety Culture Index* (Technical Report). AAA Foundation for Traffic Safety. <https://aaaafoundation.org/research/2024-traffic-safety-culture-index/>. The authors note "Support was lower for using cameras to automatically ticket drivers exceeding the limit by more than 10 mph on residential streets (46%)" (p. 7); Hu, W., & McCartt, A. T. (2016). Effects of automated speed enforcement in Montgomery County, Maryland, on vehicle speeds, public opinion, and crashes. *Traffic Injury Prevention*, 17:sup1, 53-58. <https://doi.org/10.1080/15389588.2016.1189076>. While the authors show that 38% of interviewed drivers opposed the use of "automated speed enforcement on residential streets," they do note an exception, that 86% of interviewed drivers were supportive of using speed cameras in school zones (p. 57).

²⁰⁸ Ralph, K., Barajas, J. M., Johnson-Rodriguez, A., Delbosc, A., & Muir, C. (2024). The end of speed traps and ticket quotas: Re-framing and reforming traffic cameras to increase support. *Journal of Planning Education and Research*, 44(4), 1988-2003. <https://doi.org/10.1177/0739456X221138073>.

²⁰⁹ Rennert, L. (2023). Perceptions of surveillance: Exploring feelings held by Black community leaders in Boston toward camera enforcement of roadway infractions. *Cities*, 137, 104308. <https://doi.org/10.1016/j.cities.2023.104308>.

²¹⁰ Rennert, L. (2023). Perceptions of surveillance: Exploring feelings held by Black community leaders in Boston toward camera enforcement of roadway infractions. *Cities*, 137, 104308. <https://doi.org/10.1016/j.cities.2023.104308>; Ralph, K., Barajas, J. M., Johnson-Rodriguez, A., Delbosc, A., & Muir, C. (2024). The end of speed traps and ticket quotas: Re-framing and reforming traffic cameras to increase support. *Journal of Planning Education and Research*, 44(4), 1988-2003. <https://doi.org/10.1177/0739456X221138073>.

²¹¹ Rennert, L. (2023). Perceptions of surveillance: Exploring feelings held by Black community leaders in Boston toward camera enforcement of roadway infractions. *Cities*, 137, 104308. <https://doi.org/10.1016/j.cities.2023.104308>. See also Alobaidallah, A. M., Alqahtany, A., & Maniruzzaman, K. M. (2025). Safety effectiveness of automated traffic enforcement systems: A critical analysis of existing challenges and solutions. *Future Transportation*, 5(1), 25. <https://doi.org/10.3390/futuretransp5010025>.

- Equitability of speed camera placement.²¹²

In response to speed camera program concerns, several traffic safety-focused organizations have published guides that provide recommendations on how speed cameras and other forms of automated traffic enforcement can be implemented transparently, fairly, and equitably.²¹³

SPEED CAMERA USE IN VIRGINIA

Crime Commission staff examined speed camera use in Virginia by reviewing the governing statute, meeting with law enforcement agencies and speed camera vendors about how such devices and programs operate in practice, analyzing relevant data, and surveying law enforcement agencies and localities on how revenue generated from civil penalties for speed camera violations has been allocated.

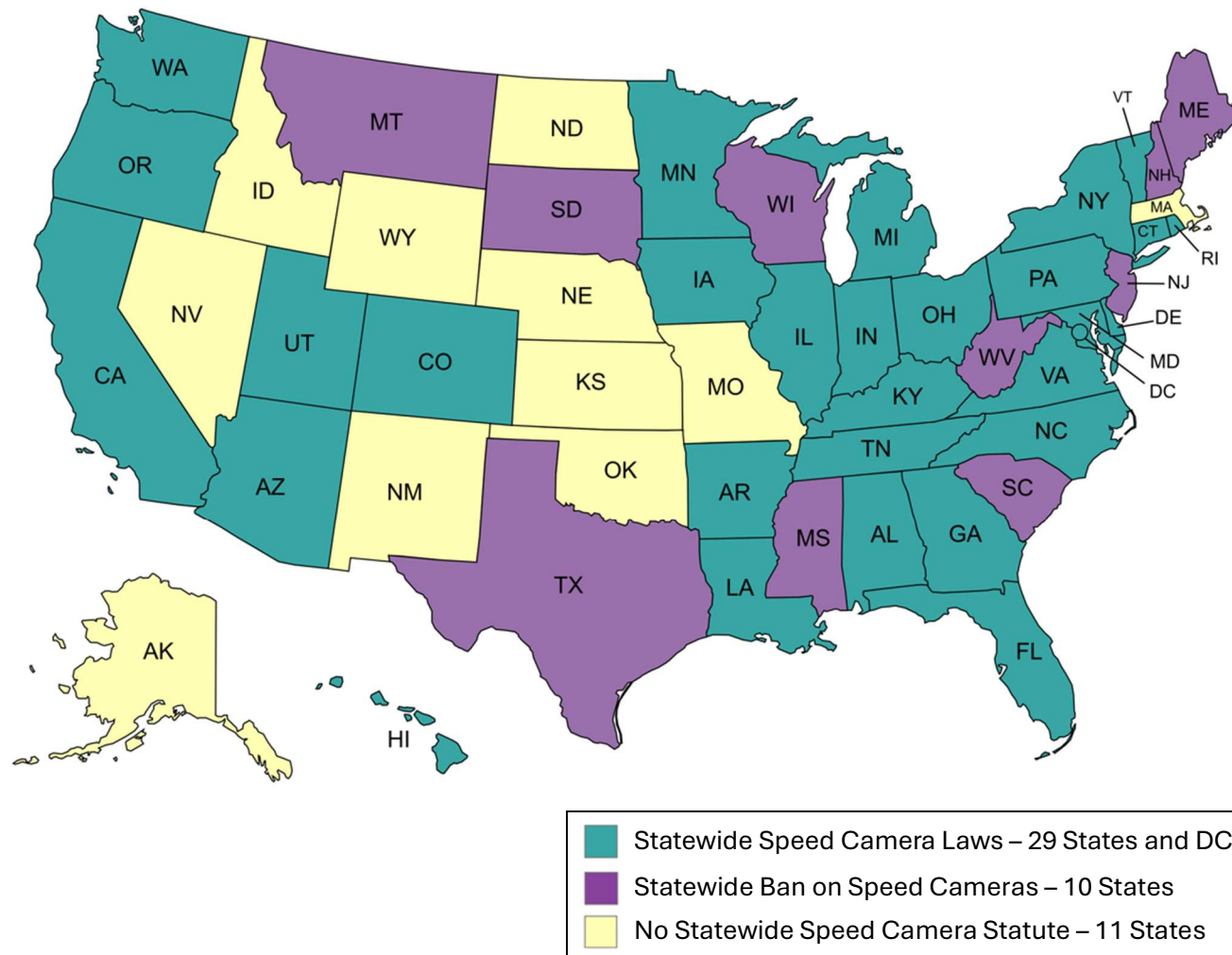
Virginia is among a majority of states that authorize the use of speed cameras through a statewide statute.

Thirty-nine (39) states, as well as Washington, D.C., have enacted statewide speed camera laws.²¹⁴ As seen in Map 1, twenty-nine (29) states, including Virginia, and Washington, D.C., authorize the use of speed cameras; ten (10) states ban such use; and, eleven (11) states have no statewide laws on speed camera use.

²¹² Tilahun, N. (2023). Safety impact of automated speed camera enforcement: Empirical findings based on Chicago's speed cameras. *Transportation Research Record*, 2677(1), 1490-1498. <https://doi.org/10.1177/03611981221104808>. See also Alobaidallah, A. M., Alqahtany, A., & Maniruzzaman, K. M. (2025). Safety effectiveness of automated traffic enforcement systems: A critical analysis of existing challenges and solutions. *Future Transportation*, 5(1), 25. <https://doi.org/10.3390/futuretransp5010025>. See also Vision Zero Network. (2024). *Fair warnings recommendations to promote equity in speed safety camera programs*. <https://visionzeronetwork.org/new-resource-fair-warnings/>.

²¹³ Vision Zero Network. (2024). *Fair warnings recommendations to promote equity in speed safety camera programs*. <https://visionzeronetwork.org/new-resource-fair-warnings/>; Fines and Fees Justice Center. (2024). "Caution: We're driving the wrong way on automated traffic enforcement." *Research & Tools*. <https://finesandfeesjusticecenter.org/research-tools/caution-were-driving-the-wrong-way-on-automated-traffic-enforcement/>; Federal Highway Administration. (2023). *Speed safety camera program and planning operations guide: An overview*. U.S. Department of Transportation. <https://ops.fhwa.dot.gov/publications/fhwahop24063/fhwahop24063.pdf>; Automated Automobile Association, Advocates for Highway and Auto Safety, Governors Highway Safety Association (GHSA), IIHS, & National Safety Council. (2021). *Automated enforcement problem checklist*. <https://www.iihs.org/media/431e551b-3f64-4591-8e30-ad35a069f41f/cF4n4g/News/2021/050621%20auto%20enforcement/AE-checklist-May-2021.pdf>; GHSA. (2023). *Automated enforcement in a new era*. https://www.ghsa.org/sites/default/files/2024-12/AE_newera_12-5-23_0.pdf.

²¹⁴ See Appendix B for a list of state photo speed camera statutes.

Map 1: Speed Camera Laws in the United States

Speed camera laws vary significantly across the 29 states and Washington, D.C., that authorize such use through statewide statutes. This variation allows for several policy considerations regarding authorization, enforcement, and accountability.²¹⁵ Jurisdictions vary in the locations where speed cameras can be placed, as well as the miles per hour over the posted speed limit that constitutes a violation.²¹⁶ Maximum civil penalties vary across states, and some states mandate uniform citation formats or specific notice provisions to ensure due process.²¹⁷ Many laws impose constraints on the use of generated revenue, such as requiring that funds be directed to highway safety initiatives or restricting allocation amounts to the general budget.²¹⁸ In addition, reporting and transparency requirements differ, with some states requiring public disclosure of speed camera program data, crash

²¹⁵ See Appendix B.

²¹⁶ *Id.*

²¹⁷ *Id.*

²¹⁸ *Id.*

data, and equity impacts.²¹⁹ Data requirements also vary, including rules on captured image access and retention periods.²²⁰ Additional discussion on these variations is included in the “Speed Camera Policy Considerations” section below.

Virginia enacted its statewide speed camera statute in 2020 and expanded it in 2024.

Virginia first authorized the statewide use of speed cameras in school crossing and highway work zones in 2020.²²¹ In 2024, the Virginia General Assembly amended the governing statute to expand authorization to include high-risk intersection segments.²²² As of 2025, Virginia law permits state and local law enforcement agencies to deploy speed cameras in school crossing zones, highway work zones, and high-risk intersection segments.²²³

Speed camera violations in Virginia are a civil offense.

Virginia’s speed camera statute allows the issuance of a civil citation²²⁴ when a vehicle exceeds the posted speed limit by ten miles per hour or more, with penalties capped at \$100 per violation.²²⁵ The statute presumes that the owner, lessee, or renter of the vehicle was the driver at the time of the violation; however, that presumption is rebuttable.²²⁶ A speed camera violation is not deemed a conviction, does not become part of the operator’s driving record, and cannot be used for purposes of motor vehicle insurance coverage.²²⁷

Alleged speed camera violations are identified by private vendors and then verified by a law enforcement agency before a citation is issued.

In Virginia, alleged speed camera violations are initially identified and processed by private vendors that supply automated speed enforcement systems to law enforcement agencies.²²⁸ Private vendors review captured images and associated data to identify alleged violations.²²⁹ Before a citation may be issued, an alleged violation must be reviewed and certified by a sworn law enforcement officer or a retired

²¹⁹ *Id.*

²²⁰ *Id.*

²²¹ 2020 Va. Acts ch. 1232. House Bill 1442, 2020 Regular Session of the Virginia General Assembly. (Del. Jay Jones).

<https://legacylis.virginia.gov/cgi-bin/legp604.exe?201+sum+HB1442>.

²²² 2024 Va. Acts ch. 670. Senate Bill 336, 2024 Regular Session of the Virginia General Assembly. (Sen. Danica Roem).

<https://legacylis.virginia.gov/cgi-bin/legp604.exe?241+sum+SB336>.

²²³ VA. CODE ANN. § 46.2-882.1(B) (2025).

²²⁴ For clarity, this report uses the term “citation,” as opposed to a “mailed summons” from Virginia’s speed camera statute, because the document which alleges a speed camera violation does not follow the traditional format of a uniform summons that is described in VA. CODE ANN. § 46.2-388 (2025).

²²⁵ VA. CODE ANN. § 46.2-882.1(C) (2025).

²²⁶ VA. CODE ANN. § 46.2-882.1(E) (2025).

²²⁷ VA. CODE ANN. § 46.2-882.1(F) (2025).

²²⁸ VA. CODE ANN. § 46.2-882.1(H) (2025).

²²⁹ Elovate, personal communication, September 4, 2025; Altumint, Inc., personal communication, October 8, 2025; Blue Line Solutions, personal communication, October 23, 2025.

sworn law enforcement officer.²³⁰ Such officer has 30 days from the date of the alleged violation to issue a citation certifying such violation.²³¹

Private vendors generally administer the operational and administrative components of speed camera enforcement programs on behalf of law enforcement agencies.²³² These responsibilities typically include conducting a preliminary review of potential violations, submitting potential violations to law enforcement for review and certification, mailing citations to registered vehicle owners, and facilitating the collection of civil penalties.²³³ Law enforcement agencies retain supervisory authority over the program and may establish policies and procedures governing vendor operations.

Citations for speed camera violations may be paid directly to the private vendor or locality, or proceed through the court process like traffic summonses.

Citations for speed camera violations in Virginia may be resolved either by paying the assessed amount directly to the private vendor or locality,²³⁴ or by contesting the citation through the court process, similar to a traffic summons.²³⁵

Recipients must be provided with notice of the alleged violation and an opportunity to contest it in court.²³⁶ If the recipient elects to contest the citation, the matter is set on the docket of the general district court in the locality where the citation was issued. The locality bears the burden of proving the violation based on the recorded information from the speed camera and certification by a law enforcement officer.²³⁷

When a citation proceeds to court, the case is entered into an online court case management system that is accessible to the public.²³⁸ If a person is found guilty of the citation, then court costs are assessed in addition to the civil penalty.²³⁹

Virginia's speed camera statute does not place any restrictions on how revenue is spent, nor does it require localities to report any expenditures of such revenue.

Virginia's statutory framework for speed camera enforcement provides broad discretion in how resulting revenue is handled.²⁴⁰ Only local law enforcement agencies reported using speed cameras in

²³⁰ VA. CODE ANN. § 46.2-882.1(H) (2025). Senate Bill 852 (2025) expanded who could affirm alleged speed camera violations from state and local law enforcement officers only to also include retired sworn law enforcement officers. (Sen. Christie New Craig). <https://lis.virginia.gov/bill-details/20251/SB852/text/CHAP0434>.

²³¹ VA. CODE ANN. § 46.2-882.1(G) (2025).

²³² Elovate, personal communication, September 4, 2025; Altumint, Inc., personal communication, October 8, 2025; Blue Line Solutions, personal communication, October 23, 2025.

²³³ *Id.*

²³⁴ *Id.*

²³⁵ VA. CODE ANN. § 46.2-882.1(C) (2025). A civil penalty issued through a mailed summons for a speed camera violation is not considered a criminal conviction, is not recorded on the individual's driving record, and may not be used for motor vehicle insurance purposes. However, if a law enforcement officer uses a photo speed monitoring device and personally issues a summons at the time of the violation, any resulting conviction is treated as a standard traffic offense, becomes part of the driver's record, and may be considered for motor vehicle insurance purposes.

²³⁶ VA. CODE ANN. § 46.2-882.1(G) (2025).

²³⁷ VA. CODE ANN. § 46.2-882.1(D) (2025).

²³⁸ VA. CODE ANN. § 17.1-293.1 (2025).

²³⁹ VA. CODE ANN. § 16.1-69.48:1(D) (2025).

²⁴⁰ VA. CODE ANN. § 46.2-882.1(C) (2025).

2025,²⁴¹ meaning that revenue generated from such cameras is only being collected by localities. As of 2025, there were neither restrictions on localities regarding how revenue generated from speed camera violations is to be spent, nor requirements for localities to report how such revenue is spent.

In the fall of 2025, Crime Commission staff disseminated informal surveys to 52 law enforcement agencies and their respective localities that have or anticipated having a photo speed monitoring program (as of August 2025) requesting that they indicate and briefly describe how revenue generated from such programs have been allocated since implementation began.²⁴² A total of 56% (29 of 52) of law enforcement agencies and 48% (25 of 52) of localities²⁴³ that have or anticipated having a photo speed monitoring program by the end of 2025 responded to the survey. Survey responses varied widely, with some law enforcement agencies and localities indicating that they allocate speed camera revenue to their locality's general fund, but others indicating they fund specific line items, such as speed camera operating expenses, traffic safety initiatives, and law enforcement personnel and equipment.

SPEED CAMERA DATA IN VIRGINIA

Law enforcement agencies must annually report on speed camera use to the Virginia State Police (VSP).²⁴⁴ These VSP reports provide a broad understanding of the total number of traffic violations prosecuted (citations mailed), number of traffic violations successfully prosecuted (citations paid), and amount of monetary civil penalties collected from speed camera violations in Virginia. The following is a summary of key findings based on the VSP annual reports.

The number of law enforcement agencies using speed cameras in Virginia has increased significantly since the enactment of the speed camera statute in 2020.

While Virginia authorized the use of speed cameras in 2020, law enforcement agencies did not begin operating such cameras until 2022. As seen in Chart 2, the number of law enforcement agencies using speed cameras increased from 5 in 2022 to 49 in 2025.²⁴⁵

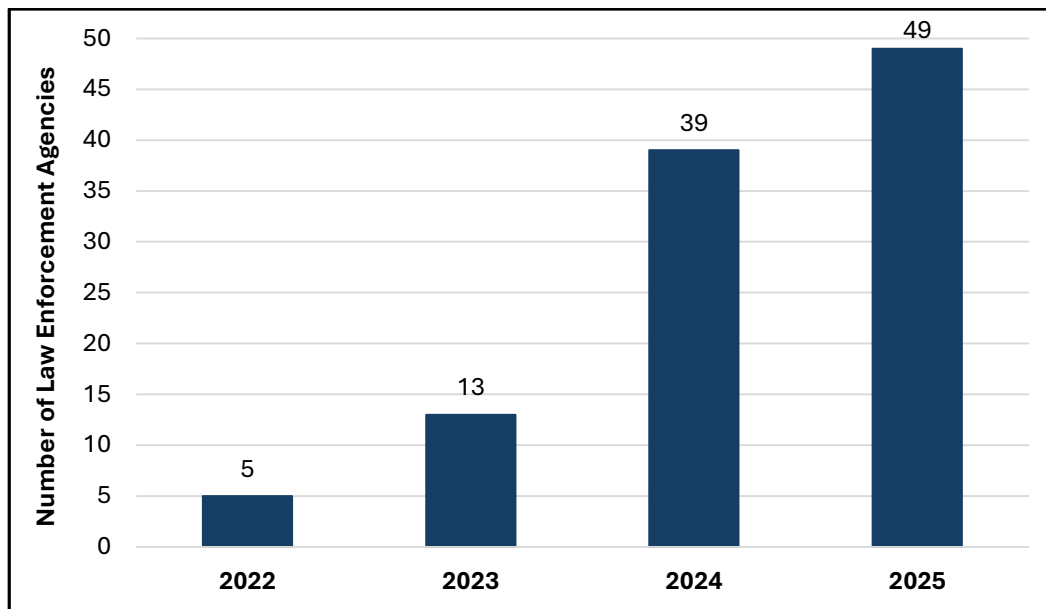
²⁴¹ See Virginia State Police, Data Analysis and Reporting Team (DART). *Annual photo speed monitoring device reports*. <https://vsp.virginia.gov/sections-units-bureaus/bass/criminal-justice-information-services/uniform-crime-reporting/>.

²⁴² A target population of 52 was identified from email correspondence with the Virginia State Police (VSP) on August 20, 2025, as well as from the VSP's reports on speed camera usage for calendar years 2022 to 2024. See Virginia State Police, Data Analysis and Reporting Team (DART). *Annual Photo Speed Monitoring Device Reports*. <https://vsp.virginia.gov/sections-units-bureaus/bass/criminal-justice-information-services/uniform-crime-reporting/>.

²⁴³ The response rate provided for localities includes localities that had law enforcement agencies respond on their behalf.

²⁴⁴ VA. CODE ANN. § 46.2-882.1(K) (2025).

²⁴⁵ See Virginia State Police, Data Analysis and Reporting Team (DART). *Annual Photo Speed Monitoring Device Reports*. <https://vsp.virginia.gov/sections-units-bureaus/bass/criminal-justice-information-services/uniform-crime-reporting/>.

Chart 2: Number of Virginia Law Enforcement Agencies Using Speed Cameras, CY22-CY25

Source: Virginia State Police (VSP), *Report on photo speed monitoring device usage by local and state law enforcement*, calendar years (CYs) 2022 to 2025. The VSP reported no speed camera use by local and state law enforcement agencies in 2020 and 2021. Chart prepared by Crime Commission staff.

It is anticipated that the total number of law enforcement agencies using speed cameras will continue to increase in 2026. Specifically, VSP announced that, in a partnership with the Virginia Department of Transportation (VDOT), it began operation of its highway work zone speed camera program in spring 2026.²⁴⁶ Furthermore, other law enforcement agencies, such as the City of Virginia Beach Police Department²⁴⁷ and Madison County Sheriff's Office,²⁴⁸ began using speed cameras in school crossing zones within their localities in early 2026.

Violations prosecuted (citations mailed) and violations successfully prosecuted (citations paid) under the speed camera statute increased significantly since 2022.

Over 1.9 million violations were prosecuted (citations mailed) under the speed camera statute between 2022 and 2025. As seen in Chart 3, the number of traffic violations prosecuted (citations mailed) under the speed camera statute increased significantly from 92,062 in 2022 to 957,780 in 2025.²⁴⁹ As seen in

²⁴⁶ See Virginia State Police. *Work zone speed safety camera program*. <https://vsp.virginia.gov/work-zone-speed-cameras/>. [Accessed 6 May 2026].

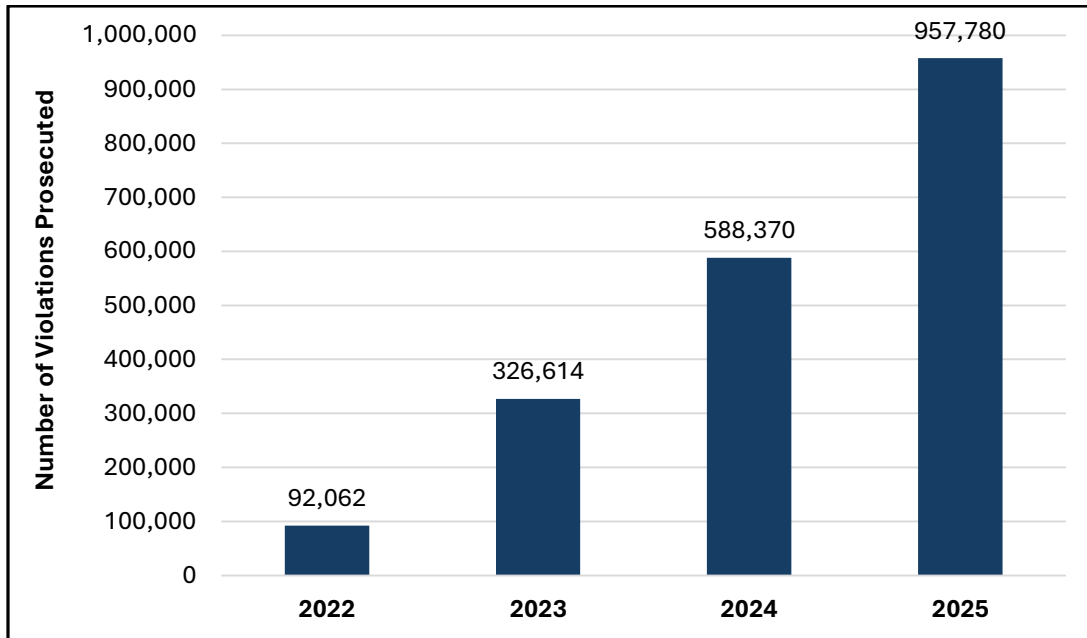
²⁴⁷ See City of Virginia Beach Police Department. *Services: School speed zone cameras*. <https://police.virginiabeach.gov/services/school-speed-zone-cameras>. [Accessed 6 May 2026].

²⁴⁸ See Shock, J. (2026, April 5). *Madison County Sheriff's Office launches speed cameras outside high school*. 29 News. <https://www.29news.com/2026/04/05/madison-county-sheriffs-office-launches-speed-cameras-outside-high-school/>. [Accessed 6 May 2026].
See also Dyar, P. (2026, March 30). *Madison County launches school zone speed camera program*. CBS 19 News. https://www.cbs19news.com/news/madison-county-launches-school-zone-speed-camera-program/article_24b70050-fe79-49ec-a7a2-2dc0ee376186.html. [Accessed 6 May 2026].

²⁴⁹ Data from 2023-2025 show that most traffic violations prosecuted under the speed camera statute occurred in school crossing zones (2023: 59% [192,657 of 326,614]; 2024: 79% [466,076 of 588,370]; 2025: 69% [656,268 of 957,780]). Note that the total number of traffic violations prosecuted (N = 588,370) and the number of traffic violations prosecuted in school crossing zones (N = 466,076) in 2024 presented in Chart 3 and Appendix C differs from those included in the VSP's report for calendar year 2024 (N = 579,085 total traffic violations prosecuted and 456,791 traffic violations prosecuted in school crossing zones, respectively). This difference can be explained by a summation error in the VSP's report for calendar year 2024. The number of traffic violations prosecuted from devices placed in highway work zones increased from 133,957 in 2023 to

Appendix C, the number of violations prosecuted (citations mailed) varied significantly across reporting law enforcement agencies.

Chart 3: Total Speed Camera Violations Prosecuted (Citations Mailed), CY22-CY25

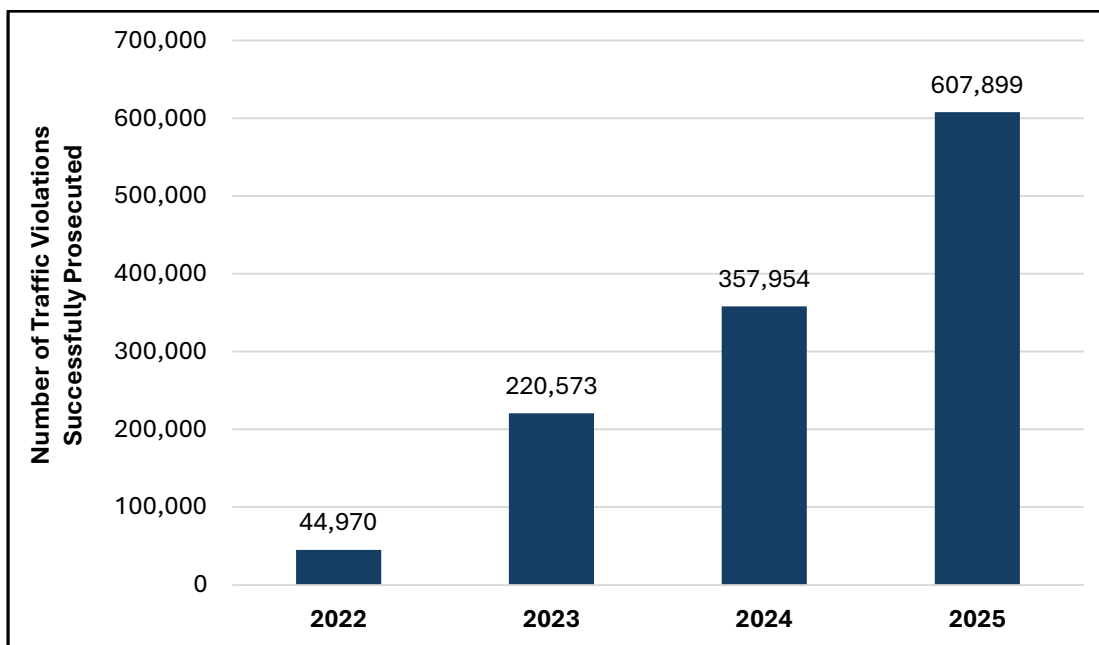


Source: Virginia State Police (VSP), *Report on photo speed monitoring device usage by local and state law enforcement*, calendar years (CYs) 2022 to 2025. The VSP reported no speed camera use by local and state law enforcement agencies in 2020 and 2021. Chart prepared by Crime Commission staff.

Over 1.2 million violations were successfully prosecuted (citations paid) under the speed camera statute between 2022 and 2025. As seen in Chart 4, the number of traffic violations successfully prosecuted (citations paid) under the speed camera statute increased significantly from 44,970 in 2022 to 607,899 in 2025.²⁵⁰ As seen in Appendix D, the number of violations successfully prosecuted varied significantly across law enforcement agencies.

301,512 in 2025. See Virginia State Police, Data Analysis and Reporting Team (DART). *Annual photo speed monitoring device reports*. <https://vsp.virginia.gov/sections-units-bureaus/bass/criminal-justice-information-services/uniform-crime-reporting/>.

²⁵⁰ Data from 2023-2025 show that most traffic violations successfully prosecuted under the speed camera statute came from devices placed in school crossing zones (2023: 60% (131,789 of 220,573); 2024: 72% [258,631 of 357,954]; 2025: 67% [407,646 of 607,899]). The number of traffic violations successfully prosecuted from devices placed in highway work zones increased from 88,784 in 2023 to 200,253 in 2025. See Virginia State Police, Data Analysis and Reporting Team (DART). *Annual photo speed monitoring device reports*. <https://vsp.virginia.gov/sections-units-bureaus/bass/criminal-justice-information-services/uniform-crime-reporting/>.

Chart 4: Total Speed Camera Violations Successfully Prosecuted (Citations Paid), CY22-CY25

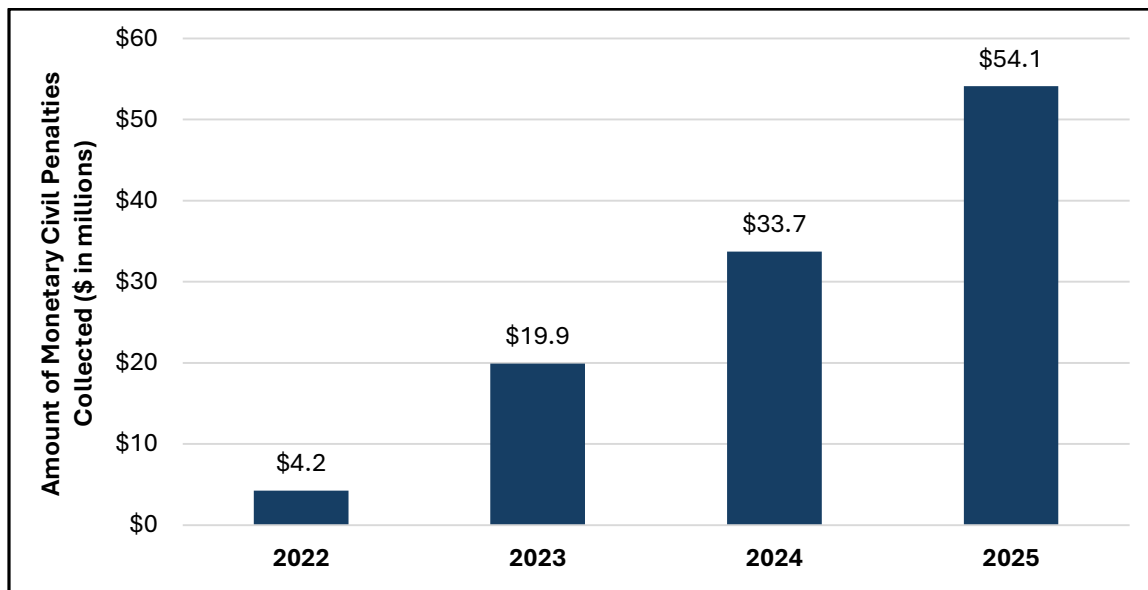
Source: Virginia State Police (VSP), *Report on photo speed monitoring device usage by local and state law enforcement*, calendar years (CYs) 2022 to 2025. The VSP reported no speed camera use by local and state law enforcement agencies in 2020 and 2021. Chart prepared by Crime Commission staff.

Speed camera violations have generated at least \$111.8 million in total monetary civil penalties statewide since 2022, with significant increases each year.

Since 2022, speed camera violations have generated a total of at least \$111.8 million in civil penalties statewide.²⁵¹ As seen in Chart 5, the amount of monetary civil penalties collected from speed camera violations increased significantly from \$4.2 million in 2022 to \$54.1 million in 2025.²⁵² As seen in Appendix E, the amount of monetary civil penalties collected varied significantly across reporting law enforcement agencies between 2022 and 2025.

²⁵¹ See Virginia State Police, Data Analysis and Reporting Team (DART). *Annual photo speed monitoring device reports*. <https://vsp.virginia.gov/sections-units-bureaus/bass/criminal-justice-information-services/uniform-crime-reporting/>.

²⁵² Data from 2023-2025 show that most civil penalties collected under the speed camera statute came from devices placed in school crossing zones (2023: 55% [\$10,964,277.65 of \$19,866,042.22]; 2024: 71% [\$23,865,538.31 of \$33,692,179.47]; 2025: 64% [\$34,459,071.33 of \$54,096,163.75]). The amount of civil penalties collected from devices placed in highway work zones increased from \$8,901,764.57 in 2023 to \$19,637,092.42 in 2025. See Virginia State Police, Data Analysis and Reporting Team (DART). *Annual photo speed monitoring device reports*. <https://vsp.virginia.gov/sections-units-bureaus/bass/criminal-justice-information-services/uniform-crime-reporting/>.

Chart 5: Monetary Civil Penalties Collected for Speed Camera Violations, CY22-CY25

Source: Virginia State Police (VSP), *Report on photo speed monitoring device usage by local and state law enforcement*, calendar years (CYs) 2022 to 2025. The VSP reported no speed camera use by local and state law enforcement agencies in 2020 and 2021. The reported amount of civil penalties that were collected is rounded to the tenth digit place and presented in millions for each calendar year. Chart prepared by Crime Commission staff.

Speed cameras are primarily used in school crossing zones in Virginia, but a notable portion of speed camera violations are captured in highway work zones.

As of January 2026, law enforcement agencies reported using speed cameras in 228 school crossing zones and nine (9) highway work zones.²⁵³

Despite speed cameras being primarily deployed in school crossing zones, a notable portion of total traffic violations prosecuted (citations mailed), traffic violations prosecuted successfully (citations paid), and monetary civil penalties collected come from speed cameras deployed in highway work zones. In 2025, about one-third of total traffic violations prosecuted (301,512 of 957,780),²⁵⁴ traffic violations successfully prosecuted (200,253 of 607,899),²⁵⁵ and monetary civil penalties collected (\$19,637,092.42 of \$54,096,163.75) reported by law enforcement agencies came from speed cameras deployed in highway work zones.²⁵⁶ Thus, although only 4% (9 of 237) of total speed camera

²⁵³ See Virginia State Police, Data Analysis and Reporting Team (DART). *Annual photo speed monitoring device reports*. <https://vsp.virginia.gov/sections-units-bureaus/bass/criminal-justice-information-services/uniform-crime-reporting/>.

²⁵⁴ See Virginia State Police, Data Analysis and Reporting Team (DART). *Annual photo speed monitoring device reports*. <https://vsp.virginia.gov/sections-units-bureaus/bass/criminal-justice-information-services/uniform-crime-reporting/>. See also Appendix C for a breakdown of the number of traffic violations prosecuted (citations mailed) for each reporting law enforcement agency by calendar year.

²⁵⁵ See Virginia State Police, Data Analysis and Reporting Team (DART). *Annual photo speed monitoring device reports*. <https://vsp.virginia.gov/sections-units-bureaus/bass/criminal-justice-information-services/uniform-crime-reporting/>. See also Appendix D for a breakdown of the number of traffic violations successfully prosecuted (citations paid) for each reporting law enforcement agency by calendar year.

²⁵⁶ See Virginia State Police, Data Analysis and Reporting Team (DART). *Annual photo speed monitoring device reports*. <https://vsp.virginia.gov/sections-units-bureaus/bass/criminal-justice-information-services/uniform-crime-reporting/>. See also Appendix E for a breakdown of the amount of monetary civil penalties collected for each reporting law enforcement agency by calendar year.

enforcement zones are deployed in highway work zones, a notable portion of violations and revenue is being generated from speed cameras operating in highway work zones.

No law enforcement agency has reported using a speed camera in a high-risk intersection segment as of January 2026.²⁵⁷

The impact of speed camera use on traffic safety outcomes in Virginia cannot yet be determined.

The impact of speed cameras on highway safety outcomes in Virginia cannot be fully determined due to their recent implementation,²⁵⁸ considerable expansion, and variation in enforcement strategies.²⁵⁹

SPEED CAMERA POLICY CONSIDERATIONS

Staff identified numerous policy considerations to amend Virginia's speed camera statute over the course of this study. These potential amendments arose from a variety of sources, including other Virginia statutes, laws of other states, best practices for speed camera programs, equity considerations related to speed camera use, and discussions with stakeholders, advocates, and vendors. These policy considerations include the following:

- Authorization of speed cameras;
- Placement of speed cameras;
- Signage placement;
- Speed feedback signs;
- Uniform citation format for speed camera violations;
- Virginia court proceedings;
- Warning periods;
- Civil penalty structure;
- Revenue (allocation, limits, and usage);

²⁵⁷ VA. CODE ANN. § 46.2-882.1 (2025). See Senate Bill 336 (2024) at <https://legacylis.virginia.gov/cgi-bin/legp604.exe?241+ful+CHAP0670>. See also Virginia State Police. (2026, February). *Report on photo speed monitoring device usage by local and state law enforcement*. <https://rga.lis.virginia.gov/Published/2026/RD242/PDF>.

²⁵⁸ See Chart 2.

²⁵⁹ Common sources of variation in implementation and enforcement strategies identified in research include differences in the physical roadway geography where speed cameras are deployed; quantity, type, and visibility of speed cameras; use of other traffic safety countermeasures in the enforcement zone; and, nature of messaging and signage notifying the public of speed camera deployment. See, e.g., Li, H., & Graham, D. J. (2016). Heterogeneous treatment effects of speed cameras on road safety. *Accident Analysis & Prevention*, 97, 153-161. <https://doi.org/10.1016/j.aap.2016.09.007>; Li, H., Zhu, M., Graham, D. J., & Zhang, Y. (2020). Are multiple speed cameras more effective than a single one? Causal analysis of the safety impacts of multiple speed cameras. *Accident Analysis & Prevention*, 139, 105488. <https://doi.org/10.1016/j.aap.2020.105488>; Marciano, H., Setter, P. E., & Norman, J. (2015). Overt vs. covert speed cameras in combination with delayed vs. immediate feedback to the offender. *Accident Analysis & Prevention*, 79, 231-240. <https://doi.org/10.1016/j.aap.2015.03.028>; Polders, E., Cornu, J., De Ceunynck, T., Daniels, S., Brijs, K., Brijs, T., Hermans, E., Wets, G., (2015). Drivers' behavioral responses to combined speed and red light cameras. *Accident Analysis & Prevention*, 81, 153-166. <https://doi.org/10.1016/j.aap.2015.05.006>; Almutairi, O., & Wei, H. (2021). Effect of speed/red-light cameras and traffic signal countdown timers on dilemma zone determination at pre-timed signalized intersections. *Accident Analysis & Prevention*, 154, 106076. <https://doi.org/10.1016/j.aap.2021.106076>; Vadeby, A., & Howard, C. (2024). Spot speed cameras in a series - Effects on speed and traffic safety. *Accident Analysis & Prevention*, 199, 107525. <https://doi.org/10.1016/j.aap.2024.107525>; Ralph, K., Barajas, J. M., Johnson-Rodriguez, A., Delbosc, A., & Muir, C. (2024). The end of speed traps and ticket quotas: Re-framing and reforming traffic cameras to increase support. *Journal of Planning Education and Research*, 44(4), 1988-2003. <https://doi.org/10.1177/0739456X221138073>.

- Collections: in-state;
- Collections: out-of-state;
- Evaluation of effectiveness;
- Public awareness;
- Vendor approval process;
- Privacy;
- Calibration; and,
- Annual report.

It is important to note that although this report reflects the status of Virginia's photo speed camera law as it existed in 2025, several of the policy considerations discussed herein were considered during the 2026 Regular Session of the Virginia General Assembly and subsequently enacted into law.²⁶⁰ The following sections identify amendments that could be made to Virginia's speed camera statute, as well as changes that were enacted following completion of this study.

Authorization of Speed Cameras

Numerous states have enacted laws that govern the use of speed cameras, with policies authorizing their use falling into two general categories: statewide authorization and statewide prohibition. Twenty-nine (29) states, including Virginia, along with Washington, D.C., have authorized the use of speed cameras statewide.²⁶¹ Ten (10) states have statutorily prohibited the use of speed cameras statewide.²⁶² The remaining eleven (11) states have not established a statutory framework regulating the use of speed cameras.²⁶³

In some states, the legislature explicitly authorizes specific state agencies or designated jurisdictions (e.g. state Department of Transportation, state police, or specific cities) to operate speed cameras. Other states pass enabling legislation that authorizes local governments (cities or counties) to create their own speed camera programs through ordinances.

Placement of Speed Cameras

State laws vary regarding where speed cameras may be deployed, with authorization frequently tied to locations where drivers and pedestrians are most at risk. Nineteen (19) states, including Virginia,

²⁶⁰ See Appendix A for a list of bills involving the speed camera statute introduced during the 2026 Regular Session of the Virginia General Assembly.

²⁶¹ Alabama, Arizona, Arkansas, California, Colorado, Connecticut, Delaware, Florida, Georgia, Hawaii, Illinois, Indiana, Iowa, Kentucky, Louisiana, Maryland, Michigan, Minnesota, New York, North Carolina, Pennsylvania, Ohio, Oregon, Rhode Island, Tennessee, Utah, Vermont, Virginia, Washington, and Washington, D.C. See Appendix B.

²⁶² Maine, Mississippi, Montana, New Hampshire, New Jersey, South Carolina, South Dakota, Texas, West Virginia, Wisconsin. See Appendix B.

²⁶³ Alaska, Idaho, Kansas, Massachusetts, Missouri, Nebraska, Nevada, New Mexico, North Dakota, Oklahoma, and Wyoming. See Appendix B.

authorize use in school zones.²⁶⁴ Sixteen (16) states, including Virginia, authorize use in work zones.²⁶⁵ Finally, five (5) states, including Virginia, authorize use in designated safety corridors.²⁶⁶

Additional authorized locations vary by state and may include residential districts,²⁶⁷ park areas,²⁶⁸ collegiate zones,²⁶⁹ railroad crossings,²⁷⁰ pedestrian safety zones,²⁷¹ hospital areas,²⁷² or locations where traditional traffic enforcement would be unsafe or impractical.²⁷³ Some states also permit speed camera use in areas with recurring speed contests²⁷⁴ or on more difficult roadway features, such as S-curves.²⁷⁵ Finally, a small number of states and Washington, D.C., do not restrict placement to specific locations, though an officer may be required to be present for purposes of enforcement.²⁷⁶

Some states have adopted additional measures to restrict device placement, including requiring that other traffic-calming measures be implemented first, limiting the number of devices that may be deployed, or mandating equitable distribution of devices across authorized locations.

Virginia could consider expanding statutory authorization to operate speed cameras²⁷⁷ in specific higher-risk roadway locations or segments, such as those with an increased number of traffic-related fatalities or serious injuries or where other strategies implemented to improve traffic safety outcomes have been ineffective. Virginia may also consider expanding how roadway segments authorized for use of speed cameras under current law are statutorily defined.²⁷⁸

Signage Distance

Under Virginia law, a conspicuous sign must be placed within 1,000 feet of any school crossing zone, highway work zone, or high-risk intersection segment where a speed camera is used.²⁷⁹ This language

²⁶⁴ Arkansas, California, Connecticut, Florida, Georgia, Illinois, Iowa, Louisiana, Maryland, Minnesota, New York, North Carolina, Oregon, Pennsylvania, Rhode Island, Tennessee, Utah, Virginia, and Washington. See Appendix B.

²⁶⁵ Arkansas, Connecticut, Delaware, Illinois, Indiana, Iowa, Kentucky, Louisiana, Maryland, Michigan, Minnesota, Oregon, Pennsylvania, Vermont, Virginia, and Washington. See Appendix B.

²⁶⁶ California and Oregon (where speeding negatively impacts traffic safety), Pennsylvania, Virginia (limited to very narrowly defined high-risk intersection segments), and Washington (high crash areas due to excessive speeds). See Appendix B.

²⁶⁷ Delaware, Iowa, and Oregon. See Appendix B.

²⁶⁸ Illinois and Washington. See Appendix B.

²⁶⁹ Iowa and Minnesota. See Appendix B.

²⁷⁰ Arkansas. See Appendix B.

²⁷¹ Connecticut. See Appendix B.

²⁷² Washington. See Appendix B.

²⁷³ Iowa. See Appendix B.

²⁷⁴ California. See Appendix B.

²⁷⁵ Tennessee. See Appendix B.

²⁷⁶ Alabama, Arizona, Colorado, Ohio (officer must be present), and Washington, D.C. See Appendix B.

²⁷⁷ In 2026, the Virginia General Assembly left bills in Committee that would have to expanded speed camera placement to reduced-speed and historic district segments. House Bill 818, 2026 Regular Session of the Virginia General Assembly. (Del. Betsy B. Carr). <https://lis.virginia.gov/bill-details/20261/HB818>. House Bill 821, 2026 Regular Session of the Virginia General Assembly. (Del. Betsy B. Carr). <https://lis.virginia.gov/bill-details/20261/HB821>.

²⁷⁸ In 2026, the Virginia General Assembly passed a bill that authorizes “the governing body of any county, city, or town [to], by ordinance, increase the period of time preceding and following regular school hours” to up to 60 minutes (see § 46.2-873(C), emphasis removed). 2026 Va. Acts ch. 337. Senate Bill 221, 2026 Regular Session of the Virginia General Assembly. (Sen. Michael J. Jones). <https://lis.virginia.gov/bill-details/20261/SB221>. However, in 2026, the Virginia General Assembly failed to report a bill that, as introduced, would have expanded the definition of a school crossing zone to include the “areas surrounding schools where the presence of *students* reasonably requires a special warning to motorists” (emphasis added to highlight expansion component). Senate Bill 428, 2026 Regular Session of the Virginia General Assembly. (Sen. Lamont Bagby). <https://lis.virginia.gov/bill-details/20261/SB428>.

²⁷⁹ VA. CODE § 46.2-882.1(J) (2025).

creates ambiguity as to whether the required signage must be placed at least 1,000 feet before the enforcement location or be placed at any point within that 1,000-foot range, including immediately adjacent to, or even after, the point of enforcement.

For clarity and consistency, Virginia's statute could be amended to require that signage be placed at least 1,000 feet in advance of the location where a speed camera is in operation. The statute could also establish a minimum and/or maximum allowable distance between the warning sign and speed camera to promote uniform placement and ensure adequate notice to drivers.

Speed Feedback Signs

A "speed feedback sign" is an electronic sign that displays a vehicle's current speed. Research indicates that such signs are effective in reducing vehicle speeds by providing immediate, real-time feedback to drivers.²⁸⁰ Incorporating speed feedback signs could enhance driver awareness and encourage voluntary compliance with posted speed limits before enforcement occurs.

As of 2025, Virginia law did not require the placement of a speed feedback sign prior to a speed camera zone.²⁸¹ However, a bill passed during the Regular Session of the 2026 Virginia General Assembly requires a speed feedback sign to be placed within 1,000 feet of any zone where a speed camera is operating.²⁸² This provision becomes effective on July 1, 2027.²⁸³

Uniform Citation Format for Speed Camera Violations

Four (4) states require a uniform citation for speed camera violations in statute.²⁸⁴ As of 2025, Virginia's speed camera statute did not require a uniform citation for violations. Unlike the traditional Virginia uniform traffic summons, speed camera citations lacked a uniform format and were not reportable to the DMV.²⁸⁵ As a result, speed camera citation formats varied across localities due to the use of different vendors and individual locality preferences.²⁸⁶

A bill passed during the 2026 Regular Session of the Virginia General Assembly requires the Supreme Court of Virginia to create a uniform summons for speed camera violations.²⁸⁷

²⁸⁰ Fisher, D. L., Breck, A., Gillham, O., & Flynn, D. (2021, August). *Effectiveness of dynamic speed feedback signs, Volume I: Literature review and meta-analysis* (Report No. DOT HS 813 170-A). National Highway Traffic Safety Administration. https://rosap.nhtl.bts.gov/view/dot/57513/dot_57513_DS1.pdf.

²⁸¹ VA. CODE § 46.2-882.1 (2025).

²⁸² 2026 Va. Acts ch. 964. House Bill 1220, 2026 Regular Session of the Virginia General Assembly. (Del. Karrie K. Delaney). <https://lis.virginia.gov/bill-details/20261/HB1220>.

²⁸³ *Id.*

²⁸⁴ Hawaii (adopted or prescribed by the administrative judge of the district courts), Maryland (prescribed by the District Court), Minnesota (prescribed by the Commissioner of Public Safety), and Rhode Island (must contain all the information required in a uniform summons). Of note, Tennessee requires that notices of violation include a Tennessee return address and that all responses and payments be made to an address within the state. See Appendix B.

²⁸⁵ See VA. CODE § 46.2-388 (2025).

²⁸⁶ VA. CODE § 46.2-882.1 (2025).

²⁸⁷ 2026 Va. Acts ch. 964. House Bill 1220, 2026 Regular Session of the Virginia General Assembly. (Del. Karrie K. Delaney). <https://lis.virginia.gov/bill-details/20261/HB1220>.

Virginia Court Proceedings

Uncertainty exists as to whether all speed camera citations must be prosecuted through the court system.²⁸⁸ Requiring every citation to proceed through court would significantly increase resource demands, make case information publicly viewable online, and impose court costs on defendants.²⁸⁹ Pursuant to Virginia's current speed camera statute, any prosecution for a speed camera violation shall be instituted and conducted in the same manner as prosecution for traffic infractions.²⁹⁰ Virginia's statute could be amended to clarify that only contested speed camera citations and cases of nonpayment are required to proceed through the court system, while uncontested and timely paid citations can be resolved administratively.

Warning Periods

Some states statutorily require warning periods for new photo speed camera sites before issuing speed camera citations. These requirements may include a mandatory 30-day warning period, issuance of a warning for a first violation,²⁹¹ or a warning system that resets after a designated period.²⁹²

Many Virginia localities have voluntarily implemented a 30-day warning period when new speed cameras are installed. In addition, a photo speed camera vendor may recommend a warning period as part of program implementation.²⁹³ A bill passed during the 2026 Regular Session of the Virginia General Assembly requires a warning period for the first 30 days of speed camera operation within an enforcement zone before speed camera citations may be issued beginning July 1, 2026.²⁹⁴

Civil Penalty Structure

States authorizing the use of speed cameras treat violations as civil infractions rather than criminal offenses, typically resulting in monetary penalties without points assessed against a person's driver's license. Such states have established a variety of penalty structures for speed camera violations, including flat penalties, maximum penalties, escalating penalties based on speed, escalating penalties based on the number of prior violations, traffic safety courses or community service as alternatives, and reduced penalties for lower income individuals.²⁹⁵

In Virginia, the speed camera statute allows for up to a \$100 civil penalty per violation, giving localities the discretion to determine the exact amount to assess.²⁹⁶ Virginia could consider setting a specified

²⁸⁸ VA. CODE § 46.2-882.1 (2025).

²⁸⁹ For traffic infractions tried in district court, a \$51 fixed fee is assessed. VA. CODE § 16.1-69.48:1(D) (2025).

²⁹⁰ VA. CODE § 46.2-882.1(C) (2025).

²⁹¹ Connecticut, Indiana, Minnesota, Pennsylvania, Vermont, and Washington. See Appendix B.

²⁹² Michigan resets the warning period every three years. See Appendix B.

²⁹³ Elovate, personal communication, September 4, 2025; Altumint, Inc., personal communication, October 8, 2025; Blue Line Solutions, personal communication, October 23, 2025.

²⁹⁴ 2026 Va. Acts ch. 964. House Bill 1220, 2026 Regular Session of the Virginia General Assembly. (Del. Karrie K. Delaney). <https://lis.virginia.gov/bill-details/20261/HB1220>.

²⁹⁵ See Appendix B.

²⁹⁶ VA. CODE § 46.2-882.1 (2025).

amount per violation, amending the maximum civil penalty that may be assessed per violation, or creating a sliding scale per violation for repeat offenders.

Revenue (Allocation, Limits, and Usage)

Several states restrict how speed camera revenue may be used.²⁹⁷ In general, these states require that program and administrative costs be paid first, with remaining proceeds dedicated to transportation or public safety-related purposes. Common uses of photo speed camera revenue include transportation infrastructure improvements, road and bridge construction and maintenance, traffic-calming measures, pedestrian and school zone safety initiatives, and deposits into special transportation or work zone safety funds.²⁹⁸ Several states have specific statutory distributions among state and local entities,²⁹⁹ and some prohibit the use of revenue to supplant existing expenditures,³⁰⁰ or impose revenue caps tied to a percentage of a locality's budget.³⁰¹

In Virginia, revenue distribution depends on the enforcing authority and location of enforcement. Revenue generated by local law enforcement in school and work zones is directed to the localities;³⁰² revenue generated by the Virginia State Police is deposited into the Literary Fund;³⁰³ and, revenue from designated high-risk intersection segments is directed to the Virginia Highway Safety Improvement Program.³⁰⁴ Virginia could consider reviewing and potentially revising how these funds are apportioned.

A bill passed during the 2026 Regular Session of the Virginia General Assembly requires that civil penalties generated from speed camera citations operated by local law enforcement be directed to a local fund used for administrative costs incurred by speed camera programs and various traffic safety initiatives.³⁰⁵ In addition, that bill requires that civil penalties generated from speed camera citations operated by the VSP be first “deposited in a fund used solely for the payment of the agreed-upon compensation and actual [speed camera] program costs incurred by” the VSP with remaining funds directed to the Virginia Highway Safety Improvement Program.³⁰⁶

Collections: In-State

Several states impose additional consequences when an in-state resident fails to pay a speed camera civil penalty. At least four (4) states authorize the denial or nonrenewal of a vehicle registration when

²⁹⁷ Connecticut, Delaware, Florida, Hawaii, Illinois, Iowa, Louisiana, Michigan, Minnesota, Pennsylvania, Virginia, Washington. See Appendix B.

²⁹⁸ See e.g., WASH. REV. CODE § 46.63.200 (2025) (requires any photo speed camera revenue that exceeds the operating and administrative costs be transferred to the driver education safety improvement account); 75 PA. C.S. § 3370 (2025) (requires any photo speed camera revenue that exceeds the system administrator's operation and maintenance costs be deposited into the Motor License Fund and used for a Transportation Enhancement Grants Program).

²⁹⁹ Florida, Hawaii, Louisiana, Maryland, Pennsylvania. See Appendix B.

³⁰⁰ Minnesota. See Appendix B.

³⁰¹ Maryland (After deducting program costs, any speed camera revenue that exceeds 10% of a political subdivision's total revenue for the fiscal year must be remitted to the general fund.); Philadelphia, Pennsylvania (Philadelphia may not generate fine revenue from its speed cameras in specified corridors and school zones that equals or exceeds 2% of the city's annual budget.). See Appendix B.

³⁰² VA. CODE § 46.2-882.1(C) (2025).

³⁰³ VA. CODE § 46.2-882.1(C) (2025).

³⁰⁴ VA. CODE § 46.2-882.1(C) (2025).

³⁰⁵ 2026 Va. Acts ch. 964. House Bill 1220, 2026 Regular Session of the Virginia General Assembly. (Del. Karrie K. Delaney).

<https://lis.virginia.gov/bill-details/2026/HB1220>.

³⁰⁶ *Id.*

the owner has an outstanding speed camera penalty,³⁰⁷ one (1) state authorizes the suspension of the vehicle registration for nonpayment,³⁰⁸ and one (1) state authorizes suspension of a driver's license for nonpayment.³⁰⁹

By contrast, in Virginia, the speed camera statute does not impose additional penalties for failure to pay the civil penalty.³¹⁰ However, a separate Virginia statute permits the in-state collection of civil penalties that have been assessed by a court and are more than 90 days delinquent.³¹¹

A bill passed during the 2026 Regular Session of the Virginia General Assembly requires the Virginia Department of Motor Vehicles (DMV) to refuse to issue or renew the vehicle registration certificate or the license plate for a vehicle assessed a civil penalty for a speed camera violation until the civil penalty and any administrative fees have been paid.³¹²

Collections: Out-of-State

Virginia law permits the assessment of civil penalties against out-of-state vehicle owners for speed camera violations.³¹³ However, collection and enforcement can be challenging when the vehicle owner resides outside of Virginia. The majority of states, including Virginia, as well as Washington, D.C., are members of the Driver License Compact,³¹⁴ which facilitates the exchange of information regarding certain traffic convictions between member jurisdictions. Under the Compact, a conviction generally refers to a motor vehicle offense that must be reported to a state's licensing authority.³¹⁵ Virginia speed camera violations are civil penalties³¹⁶ rather than criminal or traffic convictions, and Virginia law provides that such violations are not reportable to the DMV and do not result in demerit points on a driver's record.³¹⁷ Consequently, speed camera violations generally fall outside the Compact's conviction-reporting framework and not transmitted through its information-sharing provisions.

Evaluation of Effectiveness

Many states require evaluations to assess the need for and effectiveness of speed cameras at specific locations. For example, Maryland requires jurisdictions seeking to install automated speed enforcement in school zones to submit an evaluation plan for before and after studies as part of the approval process.³¹⁸ Common practices include conducting an initial speed study before a camera is

³⁰⁷ Connecticut, Georgia, Maryland, and North Carolina. See Appendix B.

³⁰⁸ Connecticut. See Appendix B.

³⁰⁹ Delaware. See Appendix B.

³¹⁰ VA. CODE § 46.2-882.1 (2025).

³¹¹ VA. CODE § 19.2-349 (2025).

³¹² 2026 Va. Acts ch. 969. Senate Bill 219, 2026 Regular Session of the Virginia General Assembly. (Sen. Michael J. Jones). <https://lis.virginia.gov/bill-details/20261/SB219>.

³¹³ VA. CODE § 46.2-882.1 (2025).

³¹⁴ See The Council of State Governments (CSG). *Driver license compact*. CSG National Center for Interstate Compacts. <https://compacts.csg.org/compact/driver-license-compact/>. See also VA. CODE §§ 46.2-483 to 46.2-488 (2025).

³¹⁵ VA. CODE §§ 46.2-483(Article II (c)) (2025).

³¹⁶ VA. CODE § 46.2-882.1(C) (2025).

³¹⁷ VA. CODE § 46.2-882.1(F) (2025).

³¹⁸ Maryland Department of Transportation State Highway Administration. *Automated speed enforcement school zones*. <https://roads.maryland.gov/mdotsha/pages/index.aspx?PagelD=814>.

installed, performing periodic speed studies after placement, and analyzing traffic safety data to determine whether the camera is achieving its intended outcomes. By contrast, Virginia law does not mandate any evaluations to assess the necessity or effectiveness of a speed camera at a particular location.

Virginia could consider directing the DMV, VSP, and/or VDOT to develop traffic safety criteria that can be used to justify the initial placement and continued operation of speed cameras on specific roadways. Similarly, it could amend the initial placement and continued operation of speed cameras to be based on such developed criteria in addition or as opposed to roadway type.

Public Awareness

Other Virginia statutes governing automated enforcement, such as red-light cameras³¹⁹ and automated license plate recognition (ALPR) systems,³²⁰ mandate public awareness measures. While Virginia law does not require any public awareness measures related to the use of speed cameras, a bill passed during the 2026 Regular Session of the Virginia General Assembly requires law enforcement agencies that operate such devices to provide information about contesting citations and any changes to enforcement on its website and social media accounts.³²¹

Vendor Approval Process

The Virginia speed camera statute permits law enforcement agencies to contract with private vendors for speed camera programs; however, it does not establish a formal vendor approval process. The Virginia Division of General Services (DGS) is responsible for determining the appropriate equipment for speed camera use, but it does not select or approve individual vendors.³²²

In contrast, under Virginia's ALPR statute, vendors are required to certify to DGS that their systems and practices comply with the applicable statutory requirements.³²³ As such, Virginia law could be amended to require speed camera vendors to go through a similar approval process.

Privacy

Several states have adopted privacy safeguards related to law enforcement use of speed cameras. For example, some states prohibit the use of speed camera devices for surveillance purposes,³²⁴ and restrict the use of collected data for purposes unrelated to traffic enforcement.³²⁵ Some state statutes

³¹⁹ VA. CODE ANN. § 15.2-968.1 (2025).

³²⁰ VA. CODE ANN. § 2.2-5517 (2025).

³²¹ 2026 Va. Acts ch. 964. House Bill 1220, 2026 Regular Session of the Virginia General Assembly. (Del. Karrie K. Delaney). <https://lis.virginia.gov/bill-details/20261/HB1220>.

³²² VA. CODE ANN. §§ 46.2-882 and 2.2-1112 (B) (2025).

³²³ VA. CODE ANN. § 2.2-5517 (2025).

³²⁴ Florida, Pennsylvania, Vermont. See Appendix B.

³²⁵ Arkansas. See Appendix B.

require that speed cameras be positioned or configured so they do not capture images of drivers or other vehicle occupants.³²⁶

Virginia's speed camera statute similarly contains several privacy protection provisions. These include limiting data collection to only what is necessary to enforce the statute, restricting the sharing or dissemination of collected data, and requiring the destruction of data within 60 days after payment of the civil penalty.

Calibration

States with speed camera statutes impose a range of calibration and accuracy verification requirements. These may include annual or semi-annual requirements for calibration by an independent laboratory, monthly or bimonthly calibration by a trained technician, or daily internal calibration procedures to ensure proper functioning of the equipment.

As of 2025, Virginia law required that speed cameras be calibrated on an annual basis.³²⁷ However, a bill passed during the 2026 Regular Session of the Virginia General Assembly requires, in addition to annual calibration, a daily test of an operational speed camera's accuracy and an annual report of the aggregate results of such daily tests to the VSP.³²⁸ Of note, speed measurement devices, other than speed cameras, used by Virginia law enforcement officers must be calibrated at least every six (6) months.³²⁹ As a matter of practice, officers generally conduct tests of this equipment at the beginning and end of each shift.³³⁰

Annual Report

Under Virginia law, law enforcement agencies utilizing speed cameras are required to submit specific data to the VSP by January 15 of each year. The VSP is then required to publish an aggregate annual report by February 15 of each year. Currently, Virginia's required annual report on speed cameras only requires law enforcement agencies to report on the number of violations prosecuted (citations mailed), number of violations successfully prosecuted (citations paid), and amount of civil penalties collected. A bill passed during the 2026 Regular Session of the Virginia General Assembly amended the speed camera statute to require the submission of additional data, as well as earlier reporting deadlines to ensure that information is available to the General Assembly prior to the start of Session.³³¹

³²⁶ California, Iowa, Pennsylvania (Philadelphia). See Appendix B.

³²⁷ VA. CODE ANN. § 46.2-882 (2025).

³²⁸ 2026 Va. Acts ch. 967. Senate Bill 84, 2026 Regular Session of the Virginia General Assembly. (Sen. Angelia Williams Graves). <https://lis.virginia.gov/bill-details/20261/SB84>.

³²⁹ VA. CODE ANN. § 46.2-882 (2025).

³³⁰ See e.g., Virginia Commonwealth University Police Department. (2013, September 20). *8-5 Speed measuring devices*. <https://police.vcu.edu/facts/policies/8-5-speed-measuring-devices/>.

³³¹ 2026 Va. Acts ch. 964. House Bill 1220, 2026 Regular Session of the Virginia General Assembly. (Del. Karrie K. Delaney). <https://lis.virginia.gov/bill-details/20261/HB1220>.

Sixteen other states and Washington, D.C., require some form of reporting related to speed camera use.³³² In some states, statutes governing the use of speed cameras require more extensive reporting. These additional requirements may include documentation of stated safety objectives and measurable outcomes,³³³ gross and net revenue generated by the speed camera program,³³⁴ an itemized list or description of how revenue is being spent,³³⁵ or a detailed accounting of administrative costs.³³⁶ Certain states also require a more comprehensive breakdown of violation data, such as the number of violations reviewed but not affirmed or certified by law enforcement personnel, number of violations categorized by speed threshold, number of repeat or habitual offending vehicles, or number of violations categorized by the offending vehicles' state of registration.³³⁷ In addition, some states require reporting on the number of violations that were rejected or dismissed and the reasons for those determinations.³³⁸

AUTOMATED ENFORCEMENT GENERALLY

Speed cameras are one form of automated enforcement authorized by the Virginia Code. Other technologies authorized in Virginia include red light,³³⁹ toll,³⁴⁰ and school bus stop arm³⁴¹ enforcement systems, as well as bus obstruction³⁴² and noise abatement³⁴³ monitoring systems authorized during the 2026 Regular Session of the Virginia General Assembly. The current statutes governing these technologies are not fully aligned and could benefit from a comprehensive review of automated enforcement legislation in Virginia.

Technology used to conduct the automated traffic enforcement of other types of violations is also expanding. Emerging applications of this technology include cameras used to enforce distracted driving and seat belt laws,³⁴⁴ as well as illegal turning³⁴⁵ and parking laws.³⁴⁶ In addition, autonomous vehicle technology is increasingly being deployed on public roadways, introducing further technological developments that may intersect with existing traffic enforcement frameworks and statutory schemes.

³³² California, Connecticut, Delaware, Florida, Illinois, Indiana, Iowa, Maryland, Michigan, New York, Oregon, Pennsylvania, Rhode Island, Utah, Vermont, Washington, Washington, D.C. See Appendix B.

³³³ See Appendix B.

³³⁴ *Id.*

³³⁵ *Id.*

³³⁶ *Id.*

³³⁷ *Id.*

³³⁸ *Id.*

³³⁹ VA. CODE ANN. § 15.2-968.1 (2025).

³⁴⁰ VA. CODE ANN. §§ 46.2-819.1 and 46.2-819.3:1 (2025).

³⁴¹ VA. CODE ANN. § 46.2-844 (2025).

³⁴² 2026 Va. Acts ch. 632. House Bill 564, 2026 Regular Session of the Virginia General Assembly. (Del. David A. Reid). Senate Bill 583, 2026 Regular Session of the Virginia General Assembly. (Sen. Saddam Azlan Salim). <https://lis.virginia.gov/bill-details/20261/SB583>.

³⁴³ 2026 Va. Acts ch. 56. House Bill 55, 2026 Regular Session of the Virginia General Assembly. (Del. Richard C. "Rip" Sullivan, Jr.). <https://lis.virginia.gov/bill-details/20261/HB55>.

³⁴⁴ Governors Highway Safety Association. (2023). *Automated enforcement in a new era*. (p. 13). https://www.ghsa.org/sites/default/files/2024-12/AF_newera_12-5-23_0.pdf.

³⁴⁵ See, e.g., StopForKids. (n.d.). *Solution: Automated traffic enforcement for illegal left, right, and u-turns*. <https://stopforkids.com/solutions/improper-turn-enforcement>.

³⁴⁶ See, e.g., City of Pittsburgh. (n.d.). *Stationary automated curb enforcement*. <https://engage.pittsburghpa.gov/stationary-automated-curb-enforcement>.

Virginia could consider prohibiting the use of automated enforcement technology that is not expressly authorized by statute. Such a limitation would provide time to align the existing statutory framework with developing technologies and ensure that new applications are appropriately regulated before deployment. Legislation concerning automated enforcement technology could also be referred to the Crime Commission for further review and evaluation.

2026 AMENDMENTS TO VIRGINIA'S SPEED CAMERA STATUTE

During the 2026 Regular Session of the Virginia General Assembly, several bills that substantively amended the speed camera statute were enacted into law. The majority of these amendments take effect on July 1, 2026, unless otherwise noted in the following subsections.

The amendments expand the speed camera statute as follows:

- Types of roadway locations where speed cameras can be placed;
- Types of automated traffic enforcement that can be placed in certain authorized locations;
- Length of time that cameras can operate in school crossing zones;³⁴⁷
- Who may affirm or certify alleged violations; and,
- Minimum number of signs to indicate camera use.

In addition, the speed camera statute was also amended to restrict:

- When cameras can operate in certain authorized locations;
- How revenue generated from paid civil penalties can be allocated;
- Fees that private vendors may impose on the recipients of camera violations; and,
- How long data captured from cameras can be retained.

Further, the amendments also require:

- Implementation of a 30-day warning period prior to enforcement in authorized locations;
- Development and approval of a training certificate course for employees who swear to or affirm various automated enforcement technologies;
- Creation of a uniform citation format for camera violations;
- Public posting of various information about camera violations by law enforcement agencies; and,
- Additional calibration testing for operating speed cameras.

Finally, the 2026 amendments impose penalties on private vendors that fail to deliver proof of calibration within a certain time period, as well as require that damages be paid by law enforcement

³⁴⁷ While this amendment is not directly related to the speed camera statute, it increases the time that a roadway location can be identified as a "school crossing zone" from 30 minutes to up to 60 minutes before and after regular school hours. As such, this amendment expanded when speed cameras can be active in school crossing zones. 2026 Va. Acts ch. 337. Senate Bill 221, 2026 Regular Session of the Virginia General Assembly. (Sen. Michael J. Jones). <https://lis.virginia.gov/bill-details/20261/SB221>.

agencies using cameras and reallocate excess money generated from civil penalties away from localities if the speed camera statute is not followed.

Placement of Speed Cameras

The Virginia General Assembly expanded the types of roadway locations where speed cameras can be placed and operate inside the Commonwealth, as well as expanded the types of automated traffic enforcement that can operate in certain authorized locations. It also expanded the length of time that speed cameras can operate in school crossing zones but restricted when speed cameras can operate in highway work zones.

The Virginia General Assembly authorizes speed cameras to be placed in the following locations:

- School crossing zones;³⁴⁸
- Highway work zones;³⁴⁹
- High-risk intersection segments;³⁵⁰
- Safety red zones within Planning District 8;³⁵¹ and,
- National Park highways, if authorized by the federal government or National Park Service.³⁵²

A bill passed by the Virginia General Assembly also authorizes state and local law enforcement agencies to place and operate two additional types of automated traffic enforcement systems, i.e., pedestrian crossing violation monitoring and stop sign violation monitoring systems, within school crossing zones or highway work zones.³⁵³

In addition, a bill passed by the Virginia General Assembly authorizes the governing body of a locality the ability to pass an ordinance to increase the duration that a roadway location can be identified as a “school crossing zone” from 30 minutes before and after regular school hours to up to 60 minutes before and after such hours.³⁵⁴ By increasing the amount of time that a school crossing zone can be active, the time that a speed camera within such zone can enforce speed camera violations is increased.

Further, a bill passed by the Virginia General Assembly requires that cameras be used in a highway work zone when one or more highway maintenance or construction workers are present within said zone.³⁵⁵

³⁴⁸ VA. CODE § 46.2-882.1(B) (2025).

³⁴⁹ *Id.*

³⁵⁰ *Id.*

³⁵¹ 2026 Va. Acts ch. 968. HB 994, 2026 Regular Session of the Virginia General Assembly. (Del. Holly M. Seibold). <https://lis.virginia.gov/bill-details/2026/HB994>.

³⁵² 2026 Va. Acts ch. 1033. HB 77, 2026 Regular Session of the Virginia General Assembly. (Del. Paul E. Krizek). <https://lis.virginia.gov/bill-details/2026/HB77>. 2026 Va. Acts ch. 1033. SB 81, 2026 Regular Session of the Virginia General Assembly. (Sen. Scott A. Surovell). <https://lis.virginia.gov/bill-details/2026/SB81>.

³⁵³ 2026 Va. Acts ch. 967. Senate Bill 84, 2026 Regular Session of the Virginia General Assembly. (Sen. Angelia Williams Graves). <https://lis.virginia.gov/bill-details/2026/SB84>.

³⁵⁴ 2026 Va. Acts ch. 337. Senate Bill 221, 2026 Regular Session of the Virginia General Assembly. (Sen. Michael J. Jones). <https://lis.virginia.gov/bill-details/2026/SB221>.

³⁵⁵ 2026 Va. Acts ch. 970. Senate Bill 436, 2026 Regular Session of the Virginia General Assembly. (Sen. Lamont Bagby). <https://lis.virginia.gov/bill-details/2026/SB436>.

Under this amendment, it is not required for one or more workers to be visible to drivers in the zone for an alleged violation to be captured; instead, one or more workers need only to be present within the zone for an alleged violation to be captured.

Signage Placement

Bills passed by the Virginia General Assembly increase the number of conspicuous signs indicating use of cameras within an authorized location.³⁵⁶

The bills specifically require that at least two conspicuous signs that indicate use of a speed, pedestrian crossing, or stop sign monitoring camera be placed within 1,000 feet of an authorized location prior to July 1, 2027.³⁵⁷ Effective July 1, 2027, the bills require that at least two conspicuous signs, one of which must display the speed of passing vehicles if a speed camera is in operation, be placed before the authorized location or may instead be placed at any point within 1,000-feet of an authorized location, including immediately adjacent to, or even after, such location.³⁵⁸

Officer Certification of Speed Camera Violations

The Virginia General Assembly passed bills that expanded who could swear to or affirm alleged camera violations.³⁵⁹ Effective July 1, 2027, employees of the locality where the alleged camera violation was captured and who hold the following positions are authorized to swear to or affirm such violations:

- Law enforcement officer;³⁶⁰
- Retired sworn law enforcement officer;³⁶¹
- Registered special conservator of the peace;³⁶² and,
- Technician.³⁶³

The bill also requires the Department of Criminal Justice Services to develop and approve a training certificate course for employees of the locality to affirm and certify alleged red light, speed camera, and bus stop sign violations no later than January 1, 2027.³⁶⁴

The legislation did not amend the maximum number of days (30) that employees of the locality must swear to or affirm alleged speed camera violations.

³⁵⁶ 2026 Va. Acts ch. 967. Senate Bill 84, 2026 Regular Session of the Virginia General Assembly. (Sen. Angelia Williams Graves). <https://lis.virginia.gov/bill-details/20261/SB84>. 2026 Va. Acts ch. 964. House Bill 1220, 2026 Regular Session of the Virginia General Assembly. (Del. Karrie K. Delaney). <https://lis.virginia.gov/bill-details/20261/HB1220>.

³⁵⁷ *Id.*

³⁵⁸ *Id.*

³⁵⁹ 2026 Va. Acts ch. 965. Senate Bill 59, 2026 Regular Session of the Virginia General Assembly. (Sen. J.D. “Danny” Diggs). <https://lis.virginia.gov/bill-details/20261/SB59>. 2026 Va. Acts ch. 963. House Bill 684, 2026 Regular Session of the Virginia General Assembly. (Del. C.E. Cliff Hayes, Jr.). <https://lis.virginia.gov/bill-details/20261/HB684>.

³⁶⁰ VA. CODE § 46.2-882.1(C) (2025).

³⁶¹ *Id.*

³⁶² 2026 Va. Acts ch. 965. Senate Bill 59, 2026 Regular Session of the Virginia General Assembly. (Sen. J.D. “Danny” Diggs). <https://lis.virginia.gov/bill-details/20261/SB59>. 2026 Va. Acts ch. 963. House Bill 684, 2026 Regular Session of the Virginia General Assembly. (Del. C.E. Cliff Hayes, Jr.). <https://lis.virginia.gov/bill-details/20261/HB684>.

³⁶³ *Id.*

³⁶⁴ *Id.*

Citation Format for Speed Camera Violations

Bills passed by Virginia General Assembly require the Supreme Court of Virginia to create a uniform summons for camera violations by October 1, 2026.³⁶⁵

These bills also expand what information should be included in mailings with a camera summons.³⁶⁶ Specifically, a mailing with the summons is required to include the following items:

- Notice that an affidavit may be filed if the recipient of the summons alleges that another person was operating the vehicle when the affirmed violation was captured;³⁶⁷
- Instructions for filing an affidavit for an affirmed violation;³⁶⁸
- Information about the process for contesting an affirmed violation;³⁶⁹ and,
- Information about how to pay the civil penalty for a camera violation.³⁷⁰

Another bill requires that a second summons be mailed if the recipient of the camera citation fails to appear in court on the specified date to contest the camera violation or pay the imposed civil penalty.³⁷¹ This second summons must have a court contesting or payment date that is more than 30 days after its mailing.³⁷²

Warning Periods

Bills passed by the Virginia General Assembly require that a 30-day warning period be initiated when new cameras are placed and operating within authorized locations after July 1, 2026.³⁷³

Alleged speed camera violations that are captured during the warning period are reviewed by employees of the locality where the new speed camera is placed and operating. If the alleged violation is sworn to or affirmed by employees of the locality, a warning - not a citation - must be issued by the law enforcement agency operating the camera, and no civil penalty can be assessed for a camera violation during the warning period.³⁷⁴

³⁶⁵ 2026 Va. Acts ch. 964. House Bill 1220, 2026 Regular Session of the Virginia General Assembly. (Del. Karrie K. Delaney). <https://lis.virginia.gov/bill-details/20261/HB1220>. 2026 Va. Acts ch. 968. HB 994, 2026 Regular Session of the Virginia General Assembly. (Del. Holly M. Seibold). <https://lis.virginia.gov/bill-details/20261/HB994>. 2026 Va. Acts ch. 967. Senate Bill 84, 2026 Regular Session of the Virginia General Assembly. (Sen. Angelia Williams Graves). <https://lis.virginia.gov/bill-details/20261/SB84>.

³⁶⁶ *Id.*

³⁶⁷ VA. CODE § 46.2-882.1(G-2) (2025).

³⁶⁸ *Id.*

³⁶⁹ 2026 Va. Acts ch. 964. House Bill 1220, 2026 Regular Session of the Virginia General Assembly. (Del. Karrie K. Delaney). <https://lis.virginia.gov/bill-details/20261/HB1220>. 2026 Va. Acts ch. 968. HB 994, 2026 Regular Session of the Virginia General Assembly. (Del. Holly M. Seibold). <https://lis.virginia.gov/bill-details/20261/HB994>. 2026 Va. Acts ch. 967. Senate Bill 84, 2026 Regular Session of the Virginia General Assembly. (Sen. Angelia Williams Graves). <https://lis.virginia.gov/bill-details/20261/SB84>.

³⁷⁰ *Id.*

³⁷¹ 2026 Va. Acts ch. 969. Senate Bill 219, 2026 Regular Session of the Virginia General Assembly. (Sen. Michael J. Jones). <https://lis.virginia.gov/bill-details/20261/SB219>.

³⁷² *Id.*

³⁷³ 2026 Va. Acts ch. 964. House Bill 1220, 2026 Regular Session of the Virginia General Assembly. (Del. Karrie K. Delaney). <https://lis.virginia.gov/bill-details/20261/HB1220>. 2026 Va. Acts ch. 968. HB 994, 2026 Regular Session of the Virginia General Assembly. (Del. Holly M. Seibold). <https://lis.virginia.gov/bill-details/20261/HB994>. 2026 Va. Acts ch. 967. Senate Bill 84, 2026 Regular Session of the Virginia General Assembly. (Sen. Angelia Williams Graves). <https://lis.virginia.gov/bill-details/20261/SB84>.

³⁷⁴ *Id.*

Fees Imposed by Private Vendors

Private vendors are authorized to enter into a contract with law enforcement agencies to administer and support the deployment and operation of cameras within authorized roadway locations.

The Virginia General Assembly passed a bill that restricts private vendors who administer and support a law enforcement agency's camera program from imposing or collecting additional fees, including administrative fees, on recipients of camera summons.³⁷⁵ The bill, however, authorizes private vendors to impose and collect a postage or convenience fee for electronic payments that does not to exceed five (5) percent of the imposed civil penalty.³⁷⁶

Revenue Usage

Bills passed by the Virginia General Assembly place restrictions on how revenue generated from camera violations can be used. These bills require that civil penalties generated from camera citations operated by local law enforcement be directed to a local fund used for administrative costs incurred by camera programs and various traffic safety initiatives.³⁷⁷

Civil penalties generated from camera citations operated by the VSP must first be deposited in a fund designated solely to pay administrative costs associated with the camera program and then be paid to Commonwealth Transportation Board for the Virginia Highway Safety Improvement Program.³⁷⁸

Refusal to Renew Vehicle Registration or License Plate for Nonpayment

A bill passed by the Virginia General Assembly requires the DMV to refuse to issue or renew the vehicle registration certificate or the license plate for a vehicle assessed a civil penalty for a camera violation if the recipient of the violation fails to pay the civil penalty and administrative fees after a second summons related to such violation has been mailed.³⁷⁹

Public Awareness

Bills passed by the Virginia General Assembly require state and local law enforcement agencies that place and operate cameras to publicly post³⁸⁰ the following information on its website and social media accounts:

- Procedures for contesting an alleged camera violation;³⁸¹

³⁷⁵ *Id.*

³⁷⁶ *Id.*

³⁷⁷ *Id.*

³⁷⁸ *Id.*

³⁷⁹ 2026 Va. Acts ch. 969. Senate Bill 219, 2026 Regular Session of the Virginia General Assembly. (Sen. Michael J. Jones). <https://lis.virginia.gov/bill-details/20261/SB219>.

³⁸⁰ The public posting requirement is satisfied if the law enforcement agency placing and operating the speed camera include a link on its website and social media accounts to their contracted private vendor. 2026 Va. Acts ch. 967. Senate Bill 84, 2026 Regular Session of the Virginia General Assembly. (Sen. Angelia Williams Graves). <https://lis.virginia.gov/bill-details/20261/HB994>.

³⁸¹ 2026 Va. Acts ch. 964. House Bill 1220, 2026 Regular Session of the Virginia General Assembly. (Del. Karrie K. Delaney). <https://lis.virginia.gov/bill-details/20261/HB1220>. 2026 Va. Acts ch. 968. HB 994, 2026 Regular Session of the Virginia General Assembly. (Del. Holly M. Seibold). <https://lis.virginia.gov/bill-details/20261/HB994>. 2026 Va. Acts ch. 967. Senate Bill 84, 2026 Regular Session of the Virginia General Assembly. (Sen. Angelia Williams Graves). <https://lis.virginia.gov/bill-details/20261/SB84>.

- Process for paying a civil penalty for a camera violation;³⁸²
- A method for answering questions about camera violations;³⁸³ and,
- Any changes to the use of cameras, including their placement in additional authorized locations.³⁸⁴

Privacy Restrictions

Bills passed by the Virginia General Assembly require data collected to enforce camera violations to be destroyed and unrecoverable 21 days following the date that such alleged violations were captured when a citation is not issued.³⁸⁵ However, when a citation is issued, data collected to enforce camera violations can be retained until either the imposed civil penalty has been paid or, if the alleged violation is contested, the final disposition of the related court proceeding.³⁸⁶

Calibration Requirements

Bills passed by the Virginia General Assembly require, in addition to annual calibration, a daily test of an operational speed camera's accuracy and an annual report of the aggregate results of such daily tests to the VSP.³⁸⁷

In addition, bills passed by the Virginia General Assembly require private vendors that are compensated to calibrate speed cameras for a law enforcement agency whom they are under contract with to complete such calibration of speed cameras using devices that detect vehicle speed.³⁸⁸

Recipients of a speed camera citation by mail who contest such citation may request that a private vendor provide proof of calibration for the speed camera that captured the alleged violation.³⁸⁹ A private vendor who fails to deliver this proof of calibration by mail or electronically within 10 days is subject to a civil penalty of \$1,000.³⁹⁰

Annual Report

Bills passed by the Virginia General Assembly amended the speed camera statute to require the submission of additional data, as well as earlier reporting deadlines to ensure that information is available to the General Assembly prior to the start of each Session.³⁹¹

The speed camera statute requires state and local law enforcement agencies to report the following data elements:

³⁸² *Id.*

³⁸³ *Id.*

³⁸⁴ *Id.*

³⁸⁵ *Id.*

³⁸⁶ *Id.*

³⁸⁷ *Id.*

³⁸⁸ *Id.*

³⁸⁹ *Id.*

³⁹⁰ *Id.*

³⁹¹ *Id.*

- Number of traffic violations prosecuted;³⁹²
- Number of successful prosecutions;³⁹³
- Total amount of monetary civil penalties collected;³⁹⁴ and,
- Operating costs for the speed camera program.³⁹⁵

In addition, the passed bills require local law enforcement agencies that place and operate speed cameras to report on the following data elements:

- Projects and initiatives funded by excess money generated from civil penalties for violations placed in the local fund created to improve traffic safety outcomes;³⁹⁶
- Change in the number of summonses issued between the current reporting period and prior reporting periods;³⁹⁷
- Number of unsuccessful prosecutions and dismissed summons;³⁹⁸ and,
- Percentage of vehicles receiving a summons as compared to the total vehicle throughput.³⁹⁹

State and local enforcement agencies must submit the required data elements to the VSP no later than November 15 of each calendar year.⁴⁰⁰ By December 15 of each calendar year, the VSP is required to aggregate the responses from law enforcement agencies in a published report to the Virginia General Assembly.⁴⁰¹

As of April 2026, the VSP has updated its speed camera reporting requirements to include the additional data elements required under the passed bills.⁴⁰²

Damages for Willful Disregard

Bills passed by the Virginia General Assembly add Virginia Code § 46.2-882.2.⁴⁰³ Under this section, recipients of camera citations may bring a civil action against law enforcement agencies that willingly fail to follow the camera statute.⁴⁰⁴ This section also reallocates excess revenue generated from speed camera civil penalties away from the locality and into the Virginia Highway Safety Improvement Program if the camera statute is not followed.⁴⁰⁵ This section authorizes the filing of any such civil action in the

³⁹² VA. CODE § 46.2-882.1(K) (2025).

³⁹³ *Id.*

³⁹⁴ *Id.*

³⁹⁵ 2026 Va. Acts ch. 964. House Bill 1220, 2026 Regular Session of the Virginia General Assembly. (Del. Karrie K. Delaney).

<https://lis.virginia.gov/bill-details/20261/HB1220>. 2026 Va. Acts ch. 968. HB 994, 2026 Regular Session of the Virginia General Assembly. (Del. Holly M. Seibold). <https://lis.virginia.gov/bill-details/20261/HB994>. 2026 Va. Acts ch. 967. Senate Bill 84, 2026 Regular Session of the Virginia General Assembly. (Sen. Angelia Williams Graves). <https://lis.virginia.gov/bill-details/20261/SB84>.

³⁹⁶ *Id.*

³⁹⁷ *Id.*

³⁹⁸ *Id.*

³⁹⁹ *Id.*

⁴⁰⁰ *Id.*

⁴⁰¹ *Id.*

⁴⁰² Virginia State Police. (2026, 30 April). "Photo Speed Monitoring (PSM) Documentation." *Data Analysis and Reporting Team (DART)*, version 3.0. <https://vsp.virginia.gov/wp-content/uploads/2026/05/PSME-Reporting-Requirements-v3.pdf>.

⁴⁰³ 2026 Va. Acts ch. 969. Senate Bill 219, 2026 Regular Session of the Virginia General Assembly. (Sen. Michael J. Jones). <https://lis.virginia.gov/bill-details/20261/SB219>. 2026 Va. Acts ch. 964. House Bill 1220, 2026 Regular Session of the Virginia General Assembly. (Del. Karrie K. Delaney). <https://lis.virginia.gov/bill-details/20261/HB1220>.

⁴⁰⁴ *Id.*

⁴⁰⁵ *Id.*

general district court of the locality where the related camera citation was issued and allows a locality to appeal the final judgement of the civil action against it.⁴⁰⁶

CONCLUSION

The use of speed cameras in Virginia has increased significantly since 2020, including the number of cameras in use, the number of citations issued, and the total civil penalties collected. While speed cameras have been shown to be one effective countermeasure to address speeding, a number of concerns persist about the use of this technology. Crime Commission staff identified a variety of policy considerations to amend Virginia's speed camera statute to address these concerns. While the Crime Commission did not endorse any legislation on speed cameras for the 2026 Regular Session of the General Assembly, a number of bills from individual legislators related to speed cameras were introduced and enacted into law. These amendments to Virginia's speed camera statute will take effect beginning July 1, 2026, or later.

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Virginia Association of Counties

Virginia Department of State Police

Virginia Department of Transportation

Virginia Municipal League

Vision Zero Network

⁴⁰⁶ *Id.*

APPENDIX A: PHOTO SPEED MONITORING DEVICE LEGISLATION IN VIRGINIA, 2026 REGULAR SESSION

Bill	Title	Status
HB 77	Law-enforcement officers, state and local; enforcement of federal traffic infractions.	Enacted
HB 311	Photo speed monitoring devices; summons by mail, certain information to be included.	Left in House Transportation
HB 684	Photo speed monitoring devices; photo-monitoring systems for traffic signals, proof of violation.	Enacted
HB 818	Photo speed monitoring devices; reduced-speed segments.	Left in House Transportation
HB 821	Photo speed monitoring devices; historic district segments.	Left in House Transportation
HB 994	Photo speed monitoring devices; placement and operation.	Enacted
HB 1220	Photo speed monitoring devices; placement and operation.	Enacted
SB 59	Photo speed monitoring devices; photo-monitoring systems for traffic signals, proof of violation.	Enacted
SB 81	Law-enforcement officers, state and local; enforcement of federal traffic infractions.	Enacted
SB 84	Photo speed monitoring devices, etc.; placement and operation, civil penalty, report.	Enacted
SB 219	Photo speed monitoring devices; placement and operations.	Enacted
SB 297	Photo speed monitoring devices; law-enforcement agencies to report to VSP number of summonses, etc.	Passed by indefinitely in Senate Finance and Appropriations
SB 436	Photo speed monitoring devices; highway work zones, workers present.	Enacted

APPENDIX B: SPEED CAMERA STATUTES IN THE UNITED STATES

State	Statute
Statewide Law	
Alabama	ALA. CODE §§ 45-21A-10.02 and 45-37A-331.33 (2025)
Arizona	ARIZ. REV. STAT. §§ 28-601; 28-701 et seq.; 29-1201 et seq. (2025)
Arkansas	ARK. CODE ANN. §§ 27-52-110 and 111 (2025)
California	CAL. GOV'T CODE § 70615; CAL. VEH. CODE 22425 et seq. (2025)
Colorado	COLO. REV. STAT. § 42-4-110.5 (2025)
Connecticut	CONN. GEN. STAT. §§ 13a-261 et seq.; 14-307c et seq. (2025)
Delaware	DEL. CODE ANN. tit. 21, § 4170A (2025)
Florida	FLA. STAT. ANN. § 316.1896 (2025)
Georgia	GA. CODE ANN. § 40-14-18 (2025)
Hawaii	HAW. REV. STAT. § 291L-1 et. seq. (2025)
Illinois	625 ILL COMP. STAT. 5/11-208.8 and 625 ILL. COMP. STAT. 5/11-605.1 (2025)
Indiana	IND. CODE § 8-23-32-1 et seq. (2025)
Iowa	IOWA CODE § 321P.1 et seq. (2025)
Kentucky	KY. REV. STAT. ANN. § 189.2326 (2025)
Louisiana	LA. STAT. ANN. § 32:41 et seq. (2025)
Maryland	MD. CODE ANN., Transp. §§ 21-809 and 810 (2025)
Michigan	MICH. COMP. LAWS §§ 257.2c and 257.627c (2025)
Minnesota	MINN. STAT. § 169.147 (2025)
New York	N.Y. VEH. & TRAF. LAW § 1180-b (2025)
North Carolina	N.C. GEN. STAT. § 160A-300.4 (2025)
Ohio	OHIO REV. CODE ANN. § 4511.093 et seq. (2025)
Oregon	OR. REV. STAT. §§ 810.437; 810.438 et seq.; 810.441 et seq. (2025)
Pennsylvania	75 PA. CONS. STAT. §§ 3369 to 3371 (2025)
Rhode Island	31 R.I. GEN. LAWS § 31-41.3-2 et seq. (2025)
Tennessee	TENN. CODE ANN. § 55-8-198 (2025)
Utah	UTAH CODE ANN. § 41-6a-608 (2025)
Vermont	VT. STAT. ANN. tit. 23, § 1605 et seq. (2025)
Virginia	VA. CODE ANN. § 46.2-882.1 (2025)
Washington	WASH. REV. CODE §§ 46.63.200; 46.63.220; 46.63.250 (2025)
Washington D.C.	D.C. CODE § 50-2209.01 et seq. (2025)
Statutory Ban	
Maine	ME. STAT. tit. 29-A, § 2117 (2025)
Mississippi	MISS. CODE ANN. § 17-25-19 (2025)
Montana	MONT. CODE ANN. § 61-8-203(5)(a) (2025)
New Hampshire	N.H. REV. STAT. ANN. §§ 236:130 and 131 (2025)
New Jersey	N.J. STAT. ANN. § 39:4-103.1 (2025)
South Carolina	S.C. CODE ANN. § 56-7-35 (2025)
South Dakota	S.D. CODIFIED LAWS § 32-28-20 et seq.
Texas	TEX. TRANSP. CODE ANN. § 542.2035 (2025)
West Virginia	W. VA. CODE § 17C-6-7a (2025)

APPENDIX C: TRAFFIC VIOLATIONS PROSECUTED (CITATIONS MAILED) FROM SPEED CAMERAS BY REPORTING LAW ENFORCEMENT AGENCY, CY22-CY25

Agency		Number of Traffic Violations Prosecuted by Calendar Year (CY)				Total Number of Violations Prosecuted, CY22-CY25
		2022 (Zone not specified)	2023 (Zone specified)	2024 (Zone specified)	2025 (Zone not specified by law enforcement agency, Zone specified in aggregate)	
1	Albermarle County PD			4,023	10,988	15,011
2	Alexandria PD		24,200	47,744	29,873	101,817
3	Altavista PD	55	1,656	1,485	1,126	4,322
4	Arlington County PD			13,627	47,914	61,541
5	Bland County SO			6,211	8,316	14,527
6	Bluefield PD			333	487	820
7	Bridgewater PD		1,031	1,027	893	2,951
8	Bristol PD		1,754	4,599	788	7,141
9	Buckingham County SO			727	1,872	2,599
10	Charles City SO				493	493
11	Chesapeake PD	63,462	70,656	42,396	30,646	207,160
12	Chesterfield County PD				25,722	25,722
13	Fairfax (City) PD	16,074	34,716	21,714	44,920	117,424
14	Fairfax County PD		22,867	27,368	55,510	105,745
15	Falls Church PD			4,171	8,525	12,696
16	Fauquier County SO			25,738	22,724	48,462
17	Fredericksburg PD				9,551	9,551
18	Front Royal PD			10,387	7,463	17,850
19	Glade Spring PD			892	677	1,569
20	Gloucester County SO ^				0	0
21	Greene County SO			3,479	3,343	6,822
22	Hampton Police Division			17,408	45,627	63,035
23	Harrisonburg PD		22,103	40,143	35,681	97,927
24	Hopewell PD			9,793	17,676	27,469
25	Hurt PD			106	222	328
26	James City County SO				6,363	6,363
27	King William County SO				1,772	1,772

Agency		Number of Traffic Violations Prosecuted by Calendar Year (CY)				Total Number of Violations Prosecuted, CY22-CY25
		2022 (Zone not specified)	2023 (Zone specified)	2024 (Zone specified)	2025 (Zone not specified by law enforcement agency, Zone specified in aggregate)	
28	Leesburg PD				1,676	1,676
29	Manassas Park PD	12,210	10,004	9,294	3,513	35,021
30	Manassas PD			6,963	4,014	10,977
31	Martinsville PD			6,417	6,904	13,321
32	Montgomery County SO				8,416	8,416
33	New Kent County SO			2,455	106,113	108,568
34	Norfolk PD *			-	21,399	21,399
35	Petersburg Bureau of Police			45,268	21,011	66,279
36	Portsmouth PD			44,089	19,521	63,610
37	Prince William County PD			13,963	32,728	46,691
38	Rappahannock County SO				394	394
39	Remington PD			172	176	348
40	Richmond City PD			25,413	102,350	127,763
41	Saltville PD		256	217	181	654
42	Smyth County SO		1,009	2,710	787	4,506
43	Southampton County SO			2,429	13,847	16,276
44	Spotsylvania County SO				8,660	8,660
45	Suffolk PD		132,818	105,892	116,806	355,516
46	Sussex County SO			24,229	12,695	36,924
47	Winchester PD			8,898	7,163	16,061
48	Wythe County SO	261	3,544	3,315	44,905	52,025
49	York-Poquoson SO			3,275	5,349	8,624
Total		92,062	School zones: 192,657	School zones: 466,076	School zones: 656,268	1,964,826
			Work zones: 133,957	Work zones: 122,294	Work zones: 301,512	
			Total: 326,614	Total: 588,370	Total: 957,780	

Source: Virginia State Police (VSP), *Report on photo speed monitoring device usage by local and state law enforcement*, calendar years (CYs) 2022 to 2025. Table prepared by Virginia State Crime Commission staff. Notes: PD means Police Department. SO means Sheriff's Office. ^ Gloucester County Sheriff's Office reported prosecuting zero (0) traffic violations because it did not start their violation period in 2025 (Virginia Sheriff's Association, 2025, "Protecting students where it matters most: Gloucester County Sheriff's Office launched school zone safety initiative", <https://vasheriff.org/2025/11/12/protecting-students-where-it-matters-most-gloucester-county-sheriffs-office-launches-school-zone-safety-initiative/>, accessed 18 June 2026). * Norfolk Police Department contained a value of "-" in CY 2024 because it had "temporarily suspended its [speed camera] program" (VSP, 2025 report for calendar year 2024, p. 38, emphasis removed).

APPENDIX D: TRAFFIC VIOLATIONS FROM SPEED CAMERAS THAT WERE SUCCESSFULLY PROSECUTED (CITATIONS PAID) BY REPORTING LAW ENFORCEMENT AGENCY, CY22-CY25

Agency		Number of Traffic Violations Successfully Prosecuted by Calendar Year (CY)				Total Number of Violations Successfully Prosecuted, CY22-CY25
		2022 (Zone not specified)	2023 (School crossing & highway work zones)	2024 (School crossing & highway work zones)	2025 (Zone not specified by law enforcement agency, Zone specified in aggregate)	
1	Albermarle County PD			2,005	8,819	10,824
2	Alexandria PD		13,401	31,896	19,176	64,473
3	Altavista PD	8	945	1,165	796	2,914
4	Arlington County PD			7,135	36,153	43,288
5	Bland County SO			5,361	9,339	14,700
6	Bluefield PD			160	367	527
7	Bridgewater PD		755	800	621	2,176
8	Bristol PD		576	2,662	551	3,789
9	Buckingham County SO			296	1,268	1,564
10	Charles City SO				325	325
11	Chesapeake PD	28,057	44,354	31,380	18,330	122,121
12	Chesterfield County PD				16,311	16,311
13	Fairfax (City) PD	7,631	34,664	18,460	19,443	80,198
14	Fairfax County PD		13,838	18,330	47,175	79,343
15	Falls Church PD			2,314	6,717	9,031
16	Fauquier County SO			10,483	16,362	26,845
17	Fredericksburg PD				6,753	6,753
18	Front Royal PD			5,435	4,766	10,201
19	Glade Spring PD			271	386	657
20	Gloucester County SO ^				0	0
21	Greene County SO			2,459	2,611	5,070
22	Hampton Police Division			5,362	26,069	31,431
23	Harrisonburg PD		12,377	35,136	29,472	76,985
24	Hopewell PD			3,814	8,465	12,279
25	Hurt PD			70	123	193
26	James City County SO				3,968	3,968
27	King William County SO				983	983
28	Leesburg PD				1,327	1,327
29	Manassas Park PD	9,066	9,798	6,505	3,202	28,571

Agency		Number of Traffic Violations Successfully Prosecuted by Calendar Year (CY)				Total Number of Violations Successfully Prosecuted, CY22-CY25
		2022 (Zone not specified)	2023 (School crossing & highway work zones)	2024 (School crossing & highway work zones)	2025 (Zone not specified by law enforcement agency, Zone specified in aggregate)	
30	Manassas PD			4,759	2,661	7,420
31	Martinsville PD			1,178	4,056	5,234
32	Montgomery County SO				6,122	6,122
33	New Kent County SO			1,539	71,118	72,657
34	Norfolk PD *			-	9,759	9,759
35	Petersburg Bureau of Police			15,590	8,837	24,427
36	Portsmouth PD			19,299	9,144	28,443
37	Prince William County PD			5,921	24,750	30,671
38	Rappahannock County SO				189	189
39	Remington PD			95	130	225
40	Richmond City PD			11,187	52,253	63,440
41	Saltville PD		110	102	82	294
42	Smyth County SO		550	1,987	440	2,977
43	Southampton County SO			1,127	9,239	10,366
44	Spotsylvania County SO				5,857	5,857
45	Suffolk PD		86,699	80,362	65,782	232,843
46	Sussex County SO			13,039	7,882	20,921
47	Winchester PD			6,177	5,913	12,090
48	Wythe County SO	208	2,506	2,306	28,951	33,971
49	York-Poquoson SO			1,787	4,856	6,643
Total		44,970	School zones: 131,789	School zones: 258,631	School zones: 407,646	1,231,396
			Work zones: 88,784	Work zones: 99,323	Work zones: 200,253	
			Total: 220,573	Total: 357,954	Total: 607,899	

Source: Virginia State Police (VSP), *Report on photo speed monitoring device usage by local and state law enforcement*, calendar years (CYs) 2022 to 2025. Table prepared by Virginia State Crime Commission staff. Notes: PD means Police Department. SO means Sheriff's Office. ^ Gloucester County Sheriff's Office reported successfully prosecuting zero (0) traffic violations because it did not start their violation period in 2025 (Virginia Sheriff's Association, 2025, "Protecting students where it matters most: Gloucester County Sheriff's Office launched school zone safety initiative", <https://vasheriff.org/2025/11/12/protecting-students-where-it-matters-most-gloucester-county-sheriffs-office-launches-school-zone-safety-initiative/>, accessed 18 June 2026). * Norfolk Police Department contained a value of "-" in CY 2024 because it had "temporarily suspended its [speed camera] program" (VSP, 2025 report for calendar year 2024, p. 38, emphasis removed).

APPENDIX E: MONETARY CIVIL PENALTIES COLLECTED FROM SPEED CAMERA VIOLATIONS BY REPORTING LAW ENFORCEMENT AGENCY, CY22-CY25

Agency		Amount of Monetary Civil Penalties Collected by Calendar Year (CY)				Total Revenue CY22-CY25
		2022 (Zone not specified)	2023 (School crossing & highway work zones)	2024 (School crossing & highway work zones)	2025 (Zone not specified by law enforcement agency, Zone specified in aggregate)	
1	Albermarle County PD			\$200,110.00	\$879,216.00	\$1,079,326.00
2	Alexandria PD		\$1,340,100.00	\$3,504,734.00	\$1,916,359.00	\$6,761,193.00
3	Altavista PD	\$800.00	\$94,004.00	\$115,770.00	\$83,745.00	\$294,319.00
4	Arlington County PD			\$713,525.00	\$3,612,755.00	\$4,326,280.00
5	Bland County SO			\$473,378.41	\$932,812.55	\$1,406,190.96
6	Bluefield PD			\$11,587.10	\$36,700.00	\$48,287.10
7	Bridgewater PD		\$75,500.00	\$76,931.40	\$62,100.00	\$214,531.40
8	Bristol PD		\$57,600.00	\$273,907.41	\$55,100.00	\$386,607.41
9	Buckingham County SO			\$19,053.50	\$126,800.00	\$145,853.50
10	Charles City SO				\$32,500.00	\$32,500.00
11	Chesapeake PD	\$2,834,018.45	\$5,532,676.05	\$3,149,000.52	\$1,833,000.00	\$13,348,695.02
12	Chesterfield County PD				\$1,621,548.28	\$1,621,548.28
13	Fairfax (City) PD	\$464,160.00	\$1,055,368.16	\$1,226,967.00	\$1,039,383.00	\$3,785,878.16
14	Fairfax County PD		\$800,691.00	\$1,073,015.00	\$1,980,247.00	\$3,853,953.00
15	Falls Church PD			\$150,900.00	\$671,136.00	\$822,036.00
16	Fauquier County SO			\$1,009,426.13	\$1,617,600.00	\$2,627,026.13
17	Fredericksburg PD				\$672,618.70	\$672,618.70
18	Front Royal PD			\$541,036.41	\$476,600.00	\$1,017,636.41
19	Glade Spring PD			\$27,329.40	\$38,600.00	\$65,929.40
20	Gloucester County SO ^				\$-	\$-
21	Greene County SO			\$245,300.00	\$260,701.00	\$506,001.00
22	Hampton Police Division			\$536,220.00	\$2,606,167.00	\$3,142,387.00
23	Harrisonburg PD		\$1,237,419.00	\$3,500,971.86	\$2,938,971.00	\$7,677,361.86
24	Hopewell PD			\$381,400.00	\$831,895.00	\$1,213,295.00
25	Hurt PD			\$7,000.00	\$11,650.00	\$18,650.00
26	James City County SO				\$396,800.00	\$396,800.00
27	King William County SO				\$98,300.00	\$98,300.00
28	Leesburg PD				\$145,908.00	\$145,908.00

Agency		Amount of Monetary Civil Penalties Collected by Calendar Year (CY)				Total Revenue CY22-CY25
		2022 (Zone not specified)	2023 (School crossing & highway work zones)	2024 (School crossing & highway work zones)	2025 (Zone not specified by law enforcement agency, Zone specified in aggregate)	
29	Manassas Park PD	\$906,600.00	\$688,700.00	\$650,500.00	\$401,700.01	\$2,647,500.01
30	Manassas PD			\$475,900.00	\$266,100.00	\$742,000.00
31	Martinsville PD			\$66,594.80	\$405,600.00	\$472,194.80
32	Montgomery County SO				\$612,200.00	\$612,200.00
33	New Kent County SO			\$146,019.92	\$7,111,900.00	\$7,257,919.92
34	Norfolk PD *			\$-	\$973,770.00	\$973,770.00
35	Petersburg Bureau of Police			\$1,546,364.93	\$866,804.30	\$2,413,169.23
36	Portsmouth PD			\$1,860,420.05	\$897,948.15	\$2,758,368.20
37	Prince William County PD			\$592,100.00	\$2,002,265.00	\$2,594,365.00
38	Rappahannock County SO				\$18,900.00	\$18,900.00
39	Remington PD			\$9,566.10	\$13,000.00	\$22,566.10
40	Richmond City PD			\$575,534.00	\$2,962,235.00	\$3,537,769.00
41	Saltville PD		\$11,000.00	\$8,637.71	\$8,200.00	\$27,837.71
42	Smyth County SO		\$55,000.00	\$203,928.01	\$44,000.00	\$302,928.01
43	Southampton County SO			\$19,832.50	\$923,900.00	\$943,732.50
44	Spotsylvania County SO				\$320,538.00	\$320,538.00
45	Suffolk PD		\$8,667,384.01	\$7,988,505.95	\$6,533,276.79	\$23,189,166.75
46	Sussex County SO			\$1,289,330.90	\$788,200.00	\$2,077,530.90
47	Winchester PD			\$613,099.95	\$588,095.00	\$1,201,194.95
48	Wythe County SO	\$20,800.00	\$250,600.00	\$229,581.51	\$2,895,200.00	\$3,396,181.51
49	York-Poquoson SO			\$178,700.00	\$483,118.97	\$661,818.97
Total		\$4,226,378.45	School zones: \$10,964,277.65	School zones: \$23,865,538.31	School zones: \$34,459,071.33	\$111,880,763.89
			Work zones: \$8,901,764.57	Work zones: \$9,826,641.16	Work zones: \$19,637,092.42	
			Total: \$19,866,042.22	Total: \$33,692,179.47	Total: \$54,096,163.75	

Source: Virginia State Police (VSP), *Report on photo speed monitoring device usage by local and state law enforcement*, calendar years (CYs) 2022 to 2025. Table prepared by Virginia State Crime Commission staff. Notes: PD means Police Department. SO means Sheriff's Office. ^ Gloucester County Sheriff's Office reported collecting no civil penalties because it did not start their violation period in 2025 (Virginia Sheriff's Association, 2025, "Protecting students where it matters most: Gloucester County Sheriff's Office launched school zone safety initiative", <https://vasheriff.org/2025/11/12/protecting-students-where-it-matters-most-gloucester-county-sheriffs-office-launches-school-zone-safety-initiative/>, accessed 18 June 2026). * Norfolk Police Department contained a value of "\$-" in CY 2024 because it had "temporarily suspended its [speed camera] program" (VSP, 2025 report for calendar year 2024, p. 38, emphasis removed).