

Office of Regulatory Management
Economic Review Form

Agency name	Commonwealth Transportation Board
Virginia Administrative Code (VAC) Chapter citation(s)	24VAC30-580
VAC Chapter title(s)	Guidelines for Considering Requests for Restricting Through Trucks on Primary and Secondary Highways
Action title	Periodic Review
Date this document prepared	October 18, 2023
Regulatory Stage (including Issuance of Guidance Documents)	N/A

Cost Benefit Analysis

Table 1a: Costs and Benefits of the Proposed Changes (Primary Option)

Omitted based on guidance from the ORM Regulatory Economic Analysis Manual (pg. 3).

Table 1b: Costs and Benefits under the Status Quo (No change to the regulation)

Omitted based on guidance from the ORM Regulatory Economic Analysis Manual (pg. 3).

Table 1c: Costs and Benefits under Alternative Approach(es)

Omitted based on guidance from the ORM Regulatory Economic Analysis Manual (pg. 3).

Impact on Local Partners

Use this chart to describe impacts on local partners. See Part 8 of the ORM Cost Impact Analysis Guidance for additional guidance.

Table 2: Impact on Local Partners

(1) Direct & Indirect Costs & Benefits (Monetized)	The direct cost to local partners of this regulation includes the cost of holding the required public hearing and making the formal request for the through truck restriction to VDOT as specified in the regulation. Hearing-related costs include the time and effort of staff in facilitating the public hearings and the cost to hold the hearings, including issuing the public notice, securing a space for the hearing, and preparing presentation materials. Actual monetary costs for these hearings likely
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	<p>vary across localities; VDOT is unable to specify the exact monetary value of these costs at present.</p> <p>Local partners also directly benefit from the improved safety of their roadways provided through the restriction of trucks from using a segment of highway where they pose a safety risk or are incompatible with the character of the roadway environment. The specific safety reasons supporting any particular restriction vary by location. VDOT cannot produce estimates for the amount by which safety is improved by the regulation and, therefore, cannot make an accurate assessment of the monetized benefit, however §46.2-809 allows that the restriction of trucks be made “as may be necessary to promote the health, safety, and welfare of the citizens of the Commonwealth.”</p> <p>No indirect costs or benefits to local partners of the regulation have been identified.</p>	
(2) Present Monetized Values	Direct & Indirect Costs	Direct & Indirect Benefits
	(a) N/A	(b) N/A
(3) Other Costs & Benefits (Non-Monetized)		
(4) Assistance		
(5) Information Sources		

Impacts on Families

Use this chart to describe impacts on families. See Part 8 of the ORM Cost Impact Analysis Guidance for additional guidance.

Table 3: Impact on Families

(1) Direct & Indirect Costs & Benefits (Monetized)	<p>Families directly benefit from this regulation through the potential for the restriction of truck travel on residential streets. The regulation improves safety on these residential roadways by providing for the restriction of trucks from using a segment of highway where they pose a safety risk or are incompatible with the character of the roadway environment. VDOT cannot produce estimates for the amount by which safety is improved by</p>
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	<p>the regulation and, therefore, cannot make an accurate assessment of the monetized benefit.</p> <p>No direct or indirect costs to families of the regulation have been identified.</p>	
(2) Present Monetized Values	Direct & Indirect Costs	Direct & Indirect Benefits
	(a) \$0	(b) N/A
(3) Other Costs & Benefits (Non-Monetized)		
(4) Information Sources		

Impacts on Small Businesses

Use this chart to describe impacts on small businesses. See Part 8 of the ORM Cost Impact Analysis Guidance for additional guidance.

Table 4: Impact on Small Businesses

(1) Direct & Indirect Costs & Benefits (Monetized)	<p>If companies with trucks that are rerouted through the process provided by this regulation are small businesses, costs could accrue to those small businesses. These costs could include the additional time and fuel necessary for a truck to drive an alternative route. Costs could also accrue to other small businesses which rely on trucks to transport and deliver goods if delivery times are delayed or if shipping costs increase due to the rerouting. These costs are minimized through the regulatory requirement that the termini of the proposed restriction be identical to the alternate routing to allow a time and distance comparison to be conducted and that the alternate routing not create an undue hardship for trucks in reaching their destination. VDOT cannot produce estimates for the costs to small businesses from the regulation.</p> <p>Small businesses directly benefit from this regulation through the potential for the restriction of truck travel on streets where these businesses may be located. The regulation improves safety on these roadways by providing for the restriction of trucks from using a segment of highway where they pose a safety risk or are incompatible with the character of the roadway environment. VDOT cannot produce estimates</p>
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	for the amount by which safety is improved by the regulation and, therefore, cannot make an accurate assessment of the monetized benefit.	
(2) Present Monetized Values	Direct & Indirect Costs	Direct & Indirect Benefits
	(a) N/A	(b) N/A
(3) Other Costs & Benefits (Non-Monetized)		
(4) Alternatives		
(5) Information Sources		

Changes to Number of Regulatory Requirements

Table 5: Regulatory Reduction

This is an analysis of the current regulation following periodic review. The regulation will be retained as is.