

Office of Regulatory Management
Economic Review Form

Agency name	Virginia Department of State Police (0156)
Virginia Administrative Code (VAC) Chapter citation(s)	19 VAC 30-20
VAC Chapter title(s)	Motor Carrier Safety Regulations
Action title	Motor Carrier Safety Regulations - Summer 2024 Amendments – FINAL EXEMPT
Date this document prepared	June 26, 2024
Regulatory Stage (including Issuance of Guidance Documents)	Final / Exempt Action 6513 / Stage 10394

Cost Benefit Analysis

Complete Tables 1a and 1b for all regulatory actions. You do not need to complete Table 1c if the regulatory action is required by state statute or federal statute or regulation and leaves no discretion in its implementation.

Table 1a should provide analysis for the regulatory approach you are taking. Table 1b should provide analysis for the approach of leaving the current regulations intact (i.e., no further change is implemented). Table 1c should provide analysis for at least one alternative approach. You should not limit yourself to one alternative, however, and can add additional charts as needed.

Report both direct and indirect costs and benefits that can be monetized in Boxes 1 and 2. Report direct and indirect costs and benefits that cannot be monetized in Box 4. See the ORM Regulatory Economic Analysis Manual for additional guidance.

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

(1) Direct & Indirect Costs & Benefits (Monetized)	<p>Direct Costs: There are no direct monetized costs associated with this regulatory action.</p> <p>Indirect Costs: There are no indirect monetized costs associated with this regulatory action.</p> <p>Direct Benefits: The direct monetized benefit of this regulatory action is the receipt of the FY 2024 MCSAP Grant (year 1) in the amount of \$5,882,410.00.</p> <p>Indirect Benefits: There are no indirect monetized benefits associated with this. regulatory action.</p>	
(2) Present Monetized Values	Direct & Indirect Costs	Direct & Indirect Benefits
	(a) 0	(b) FY24 MCSAP GRANT (year 1) \$5,882,410.00
(3) Net Monetized Benefit	The Commonwealth will receive the grant monies.	
(4) Other Costs & Benefits (Non-Monetized)	<p>Direct Costs:</p> <ul style="list-style-type: none"> -There are no direct costs to the trucking industry as they are required to comply with the existing Federal Motor Carrier Safety Regulations (FMCSR) whether or not Virginia can enforce them. -There is no direct cost to the Commonwealth and the Commonwealth receives grants to perform this function. <p>Direct Benefits: The update will also continue Virginia’s eligibility to receive Motor Carrier Safety Action Program (MCSAP) Grant funding. The MCSAP is a federal grant program that provides financial assistance to States to reduce the number and severity of crashes and hazardous materials incidents involving commercial motor vehicles (CMV).</p>	
(5) Information Sources	FY 2024 MCSAP Grant	

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

(1) Direct & Indirect Costs & Benefits (Monetized)	<p>Direct Costs: The potential direct cost of maintaining the status quo is the loss of the FY24 MCSAP Grant of in excess of 5.8 million dollars.</p> <p>Indirect Costs: There are no indirect monetized costs related to maintaining the status quo.</p>	
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	<p>Direct Benefits: There are no direct monetized benefits from maintain the status quo.</p> <p>Indirect Benefits: There are no indirect monetized benefits from maintain the status quo.</p>	
(2) Present Monetized Values	Direct & Indirect Costs	Direct & Indirect Benefits
	(a)The cost is the potential loss of 5.8 million in gran funding	(b) none
(3) Net Monetized Benefit	none	
(4) Other Costs & Benefits (Non-Monetized)	The in-direct cost in maintaining the status quo is a decrease in safety to Virginia citizens and others traveling the highways of the Commonwealth due to the loss of enforcement funding.	
(5) Information Sources		

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

(1) Direct & Indirect Costs & Benefits (Monetized)	<p>Direct Costs: There are no direct monetized costs associated with alternative approaches. The limited nature of the proposed amendment is either to change the effective date (proposed change Table 1a) or retain the existing date (Maintain status quo Table 1b).</p> <p>Indirect Costs: There are no indirect monetized costs associated with alternative approaches. The limited nature of the proposed amendment is either to change the effective date (proposed change Table 1a) or retain the existing date (Maintain status quo Table 1b).</p> <p>Direct Benefits: There are no direct monetized benefits associated with alternative approaches. The limited nature of the proposed amendment is either to change the effective date (proposed change Table 1a) or retain the existing date (Maintain status quo Table 1b).</p> <p>Indirect Benefits: There are no indirect monetized benefits associated with alternative approaches. The limited nature of the proposed amendment is either to change the effective date (proposed change Table 1a) or retain the existing date (Maintain status quo Table 1b).</p>	
(2) Present Monetized Values	Direct & Indirect Costs	Direct & Indirect Benefits

	(a) 0	(b) 0
(3) Net Monetized Benefit	none	
(4) Other Costs & Benefits (Non-Monetized)	none	
(5) Information Sources		

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)	<p>Direct Costs: There are no direct monetized costs placed upon our local partners associated with this proposed change.</p> <p>Indirect Costs: There are no indirect monetized costs placed upon our local partners associated with this proposed change.</p> <p>Direct Benefits: There are no direct monetized benefits to our local partners associated with this proposed change.</p> <p>Indirect Benefits: There are no indirect monetized benefits to our local partners associated with this proposed change.</p>	
(2) Present Monetized Values	Direct & Indirect Costs	Direct & Indirect Benefits
	(a) 0	(b) 0
(3) Other Costs & Benefits (Non-Monetized)	None	
(4) Assistance	None	

(5) Information Sources	
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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)	Direct Costs: Describe the direct costs of this proposed change here. Indirect Costs: Describe the indirect costs of the proposed change. Direct Benefits: Describe the direct benefits of this proposed change here. Indirect Benefits: Describe the indirect benefits of the proposed change.	
(2) Present Monetized Values	Direct & Indirect Costs	Direct & Indirect Benefits
	(a) 0	(b) 0
(3) Other Costs & Benefits (Non-Monetized)	The direct, non-monetized benefits to families by adopting this change to the regulation include is increased safety to Virginia citizens and others traveling the highways of the Commonwealth.	
(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)	Direct Costs: Describe the direct costs of this proposed change here. Indirect Costs: Describe the indirect costs of the proposed change. Direct Benefits: Describe the direct benefits of this proposed change here.	
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	Indirect Benefits: Describe the indirect benefits of the proposed change.	
(2) Present Monetized Values	Direct & Indirect Costs	Direct & Indirect Benefits
	(a)	(b)
(3) Other Costs & Benefits (Non-Monetized)	<p>There are no non-monetized costs to small businesses imposed by adopting the proposed change. Companies operating commercial vehicles are required to meet the federal requirements even if these regulations did not exist.</p> <p>One non-monetized benefit to small business by adopting this change to the regulation include is increased safety to Virginia citizens and others traveling the highways of the Commonwealth.</p>	
(4) Alternatives	None	
(5) Information Sources		

Changes to Number of Regulatory Requirements

Table 5: Regulatory Reduction

For each individual action, please fill out the appropriate chart to reflect any change in regulatory requirements, costs, regulatory stringency, or the overall length of any guidance documents.

Change in Regulatory Requirements

VAC Section(s) Involved*	Authority of Change	Initial Count	Additions	Subtractions	Total Net Change in Requirements
19VAC 30-80 Amended	(M/A):	0	0	0	0
	(D/A):	0	0	0	0
	(M/R):	1	0	0	0
	(D/R):	0	0	0	0
Grand Total of Changes in Requirements:					(M/A):0 (D/A):0 (M/R):0 (D/R):0

Key:

Please use the following coding if change is mandatory or discretionary and whether it affects externally regulated parties or only the agency itself:

(M/A): Mandatory requirements mandated by federal and/or state statute affecting the agency itself

(D/A): Discretionary requirements affecting agency itself

(M/R): Mandatory requirements mandated by federal and/or state statute affecting external parties, including other agencies

(D/R): Discretionary requirements affecting external parties, including other agencies

Cost Reductions or Increases (if applicable)

VAC Section(s) Involved*	Description of Regulatory Requirement	Initial Cost	New Cost	Overall Cost Savings/Increases
None				

Other Decreases or Increases in Regulatory Stringency (if applicable)

VAC Section(s) Involved*	Description of Regulatory Change	Overview of How It Reduces or Increases Regulatory Burden
None		

Length of Guidance Documents (only applicable if guidance document is being revised)

Title of Guidance Document	Original Word Count	New Word Count	Net Change in Word Count
None			

*If the agency is modifying a guidance document that has regulatory requirements, it should report any change in requirements in the appropriate chart(s).