

Office of Regulatory Management
Economic Review Form

Agency name	Commonwealth Transportation Board
Virginia Administrative Code (VAC) Chapter citation(s)	24 VAC 30-325
VAC Chapter title(s)	Urban Maintenance and Construction Policy
Action title	Amend Regulation to Remove Outdated Text
Date this document prepared	12/12/2022

Cost Benefit Analysis

Table 1a must be completed for all actions. Tables 1b and 1c must be completed for actions (or portions thereof) where the agency is exercising discretion, including those where some of the changes are mandated by state or federal law or regulation. Tables 1b and 1c are not needed if **all** changes are mandated, and the agency is not exercising any discretion. In that case, enter a statement to that effect.

- (1) Direct Costs & Benefits: Identify all specific, direct economic impacts (costs and/or benefits), anticipated to result from the regulatory change. (A direct impact is one that affects entities regulated by the agency and which directly results from the regulatory change itself, without any intervening steps or effects. For example, the direct impact of a regulatory fee change is the change in costs for these regulated entities.) When describing a particular economic impact, specify which new requirement or change in requirement creates the anticipated economic impact. Keep in mind that this is the proposed change versus the status quo. One bullet has been provided, add additional bullets as needed.
- (2) Quantitative Factors:
 - (a) Enter estimated dollar value of total (overall) direct costs described above.
 - (b) Enter estimated dollar value of total (overall) direct benefits described above.
 - (c) Enter the present value of the direct costs based on the worksheet.
 - (d) Enter the present value of the direct benefits based on the worksheet.
- (3) Benefits-Costs Ratio: Calculate d divided by c OR enter it from the worksheet.
- (4) Net Benefit: Calculate d minus c OR enter it from the worksheet.
- (5) Indirect Costs & Benefits: Identify all specific, indirect economic impacts (costs and/or benefits), anticipated to result from the regulatory change. (An indirect impact is one that results from responses to the regulatory change, but which are not directly required by the regulation. Indirect impacts of a regulatory fee change on regulated entities could include a change in the prices they charge, changes in their operating procedures or employment levels, or decisions to enter or exit the regulated profession or market. Indirect impacts also include responses by other entities that have close economic ties to the regulated entities, such as suppliers or partners.) If there are no indirect costs or benefits, include a specific statement to that effect.

- (6) Information Sources: Describe the sources of information used to determine the benefits and costs, including the source of the Quantitative Factors. If dollar amounts are not available, indicate why they are not.
- (7) Optional: Use this space to add any further information regarding the data provided in this table, including calculations, qualitative assessments, etc.

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

(1) Direct Costs & Benefits	<p>As a result of the completed periodic review for 24 VAC 30-325, the Commonwealth Transportation Board (CTB) has voted to amend this regulation. At the recommendation of the Office of Regulatory Management (ORM), due to the advanced stage of the periodic review at the time new procedures were issued, this form has been prepared with consideration of the proposed change and status quo options only. Also at the recommendation of ORM, a qualitative analysis of costs and benefits is provided below.</p> <p>The CTB has voted to amend the regulation. The proposed amendments would remove paragraphs F and G of Section 10. These amendments were necessitated due to statutory changes and the intent is to bring the regulation into conformance with current law. Amendments to § 33.2-358 regarding the way funds are allocated to localities and the repeal of § 33.2-362 and related statutes have made provisions of the regulation referencing the urban construction allocation obsolete. Therefore, no alternatives are available. Since the statute was amended, necessary changes have already been implemented and as such, the proposed amendments to the regulation will have no practical effect on the direct costs or benefits of the overall regulation.</p>		
(2) Quantitative Factors	Estimated Dollar Amount	Present Value	
Direct Costs	(a)	(c)	
Direct Benefits	(b)	(d)	
(3) Benefits-Costs Ratio		(4) Net Benefit	
(5) Indirect Costs & Benefits	<p>Since the statute was amended, necessary changes have already been implemented and as such, the proposed amendments to the regulation will have no practical effect on the indirect costs or benefits of the overall regulation.</p>		
(6) Information Sources			

(7) Optional	
--------------	--

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

This table addresses current requirements and the implications of not making any changes. In other words, describe the costs and benefits of maintaining the current regulatory requirements as is.

(1) Direct Costs & Benefits	<p>At the recommendation of ORM, a qualitative analysis of costs and benefits is provided below.</p> <p>The direct costs of the regulation are borne by the cities and towns which must construct their highways to VDOT’s standards in order to receive payments for maintenance, construction, or reconstruction. Direct costs are also borne by the Virginia Department of Transportation (VDOT), which issues payments to these entities for the maintenance, construction, or reconstruction of highways. Beyond the direct monetary cost of the payments, there is a direct cost to VDOT in terms of staff time and resources to maintain the program. Under § 33.2-319, the CTB must approve the payments to cities and towns, requiring dedication of time and resources on the part of VDOT and the CTB.</p> <p>Direct benefits of the regulation are applicable to all Virginians through the improved safety of and enhanced efficiency/effectiveness in the movement of people and goods on urban highways provided by the clarification of satisfactory design standards to which those highways should be constructed and maintained in order for cities and towns to be eligible for certain state funds. The regulation is also directly beneficial to VDOT as it helps to ensure that funding is not being used to pay for maintenance, construction, or reconstruction of urban highways that do not meet the prescribed standards.</p>		
(2) Quantitative Factors	Estimated Dollar Amount	Present Value	
Direct Costs	(a)	(c)	
Direct Benefits	(b)	(d)	
(3) Benefits-Costs Ratio		(4) Net Benefit	

(5) Indirect Costs & Benefits	No indirect costs have been identified. Indirect benefits include improved efficiency in the movement of people and commercial goods on urban highways as facilitated by this regulation.
(6) Information Sources	
(7) Optional	

Table 1c: Costs and Benefits under an Alternative Approach

This table addresses an alternative approach to accomplishing the objectives with different requirements. These alternative approaches may include the use of reasonably available alternatives in lieu of regulation, or information disclosure requirements or performance standards instead of regulatory mandates.

(1) Direct Costs & Benefits	<ul style="list-style-type: none"> • Describe first alternative proposed impactful change here. <p>Direct Costs: Describe the direct costs of this proposed change here.</p> <p>Direct Benefits: Describe the direct benefits of this proposed change here.</p> <ul style="list-style-type: none"> • Use additional bullets as needed 		
(2) Quantitative Factors	Estimated Dollar Amount	Present Value	
Direct Costs	(a)	(c)	
Direct Benefits	(b)	(d)	
(3) Benefits-Costs Ratio		(4) Net Benefit	
(5) Indirect Costs & Benefits			
(6) Information Sources			

(7) Optional	
--------------	--

Impact on Local Partners

- (1) Describe the direct costs and benefits (as defined on page 1) for local partners in terms of real monetary costs and FTEs. Local partners include local or tribal governments, school divisions, or other local or regional authorities, boards, or commissions. If local partners are not affected, include a specific statement to that effect and a brief explanation of the rationale.
- (2) Quantitative Factors:
 - (a) Enter estimated dollar value of total (overall) direct costs described above.
 - (b) Enter estimated dollar value of total (overall) direct benefits described above.
- (3) Indirect Costs & Benefits: Describe any indirect benefits and costs (as defined on page 1) for local partners that are associated with all significant changes. If there are no indirect costs or benefits, include a specific statement to that effect.
- (4) Information Sources: describe the sources of information used to determine the benefits and costs, including the source of the Quantitative Factors. If dollar amounts are not available, indicate why they are not.
- (5) Assistance: Identify the amount and source of assistance provided for compliance in both funding and training or other technical implementation assistance.
- (6) Optional: Use this space to add any further information regarding the data provided in this table, including calculations, qualitative assessments, etc.

Note: If any of the above information was included in Table 1, use the same information here.

Table 2: Impact on Local Partners

(1) Direct Costs & Benefits	The direct cost to local partners includes the cost to construct and maintain urban highways to the relevant design standards. The direct benefits to local partners include the improved safety of and enhanced efficiency/effectiveness in the movement of people and goods on urban highways provided through the clarification of satisfactory design standards.
(2) Quantitative Factors	Estimated Dollar Amount
Direct Costs	(a)
Direct Benefits	(b)

(3) Indirect Costs & Benefits	No indirect costs to local partners have been identified. Indirect benefits include improved safety of and enhanced efficiency/effectiveness in the movement of people and goods on urban highways as facilitated by this regulation.
(4) Information Sources	
(5) Assistance	
(6) Optional	

Economic Impacts on Families

- (1) Describe the direct costs and benefits (as defined on page 1) to a typical family of three (average family size in Virginia according to the U. S. Census) arising from any proposed regulatory changes that would affect the costs of food, energy, housing, transportation, healthcare, and education. If families are not affected, include a specific statement to that effect and a brief explanation of the rationale.
- (2) Quantitative Factors:
 - (a) Enter estimated dollar value of direct costs.
 - (b) Enter estimated dollar value of direct benefits.
- (3) Indirect Costs & Benefits: Describe any indirect costs and benefits (as defined on page 1) to a typical family of three that are most likely to result from the proposed changes.
- (4) Information Sources: describe the sources of information used to determine the benefits and costs, including the source of the Quantitative Factors. If dollar amounts are not available, indicate why not.
- (5) Optional: Use this space to add any further information regarding the data provided in this table, including calculations, qualitative assessments, etc.

Note: If any of the above information was included in Table 1, use the same information here.

Table 3: Impact on Families

(1) Direct Costs & Benefits	No direct costs to families have been identified. The direct benefits to families include the improved safety of and/or more efficient/effective movement of people and goods on urban highways provided through the clarification of satisfactory design standards.
(2) Quantitative Factors	Estimated Dollar Amount
Direct Costs	(a)

Direct Benefits	(b)
(3) Indirect Costs & Benefits	No indirect costs to families have been identified. Indirect benefits to families include enhanced safety and improved efficiency/effectiveness in the movement of people and goods on urban highways as facilitated by this regulation.
(4) Information Sources	
(5) Optional	

Impacts on Small Businesses

- (1) Describe the direct costs and benefits (as defined on page 1) for small businesses. For purposes of this analysis, “small business” means the same as that term is defined in § 2.2-4007.1. If small businesses are not affected, include a specific statement to that effect and a brief explanation of the rationale.
- (2) Quantitative Factors:
 - (a) Enter estimated dollar value of direct costs.
 - (b) Enter estimated dollar value of direct benefits.
- (3) Indirect Costs & Benefits: Describe the indirect benefits and costs (as defined on page 1) for small businesses that are most likely to result from the proposed changes.
- (4) Alternatives: Add a qualitative discussion of any equally effective alternatives that would make the regulatory burden on small business more equitable compared to other affected business sectors, and how those alternatives were identified.
- (5) Information Sources: describe the sources of information used to determine the benefits and costs, including the source of the Quantitative Factors. If dollar amounts are not available, indicate why not.
- (6) Optional: Use this space to add any further information regarding the data provided in this table, including calculations, qualitative assessments, etc.

Note: If any of the above information was included in Table 1, use the same information here.

Table 4: Impact on Small Businesses

(1) Direct Costs & Benefits	No direct costs to small businesses have been identified. The direct benefits to small businesses include the improved safety of and enhanced effectiveness/efficiency in the movement of people and goods on urban highways provided through the clarification of satisfactory design standards.
(2) Quantitative Factors	Estimated Dollar Amount

Direct Costs	(a)
Direct Benefits	(b)
(3) Indirect Costs & Benefits	No indirect costs to small businesses have been identified. Indirect benefits to small businesses include improved safety of and enhanced effectiveness/efficiency in the movement of people and goods on urban highways as facilitated by this regulation.
(4) Alternatives	
(5) Information Sources	
(6) Optional	

Changes to Number of Regulatory Requirements

For each individual VAC Chapter amended, repealed, or promulgated by this regulatory action, list (a) the initial requirement count, (b) the count of requirements that this regulatory package is adding, (c) the count of requirements that this regulatory package is reducing, (d) the net change in the number of requirements. This count should be based upon the text as written when this stage was presented for executive branch review. Five rows have been provided, add or delete rows as needed.

Table 5: Total Number of Requirements

Chapter number	Number of Requirements			
	Initial Count	Additions	Subtractions	Net Change
24 VAC 30-325	6	0	0	0