

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 2022 Amendments – FINAL EXEMPT
Date this document prepared	7/24/2023
Regulatory Stage (including Issuance of Guidance Documents)	Final

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 to the trucking industry as they are required to comply with the existing Federal Motor Carrier Safety Regulations (FMCSR) regulations whether or not Virginia can enforce them. There is no direct monetized cost to the Commonwealth and the Commonwealth receives grants to perform this function.</p> <p>Indirect Costs: There are no direct costs to the trucking industry as they are required to comply with the existing Federal Motor Carrier Safety Regulations (FMCSR) regulations whether or not Virginia can enforce them. There is no indirect monetized cost to the Commonwealth and the Commonwealth receives grants to perform this function.</p> <p>Direct Benefits: The direct monetized benefit of this changes is that 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> <p>Indirect Benefits: There are no indirect monetized benefits from this regulatory change in date.</p>	
(2) Present Monetized Values	Direct & Indirect Costs	Direct & Indirect Benefits
	(a) \$0	(b) FY23 MCSAP GRANT (year 2) \$5,446,199.00
(3) Net Monetized Benefit	\$5,446,199.00 in grant funds for the Commonwealth.	
(4) Other Costs & Benefits (Non-Monetized)	The other benefits of allowing state enforcement of the Federal Motor Carrier requirements are more accountability of trucking companies in both the regulatory and highway safety areas. The ability for state enforcement makes Virginias highways safer.	
(5) Information Sources	MCSAP Grant application	

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

(1) Direct & Indirect Costs & Benefits (Monetized)	Direct Costs: The direct monetized cost of not updating this regulation is that Virginia’s could lose its eligibility to receive Motor Carrier Safety Action Program (MCSAP).
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	<p>Indirect Costs: There are no indirect monetized costs associated with retaining the regulation as is.</p> <p>Direct Benefits: There are no direct monetized benefits to the Commonwealth or trucking industry from retaining the regulation as is. Motor carriers must comply with these laws whether the state can enforce them or not.</p> <p>Indirect Benefits: There are no indirect monetized costs related to retaining the regulation as is.</p>	
(2) Present Monetized Values	Direct & Indirect Costs	Direct & Indirect Benefits
	(a) \$5,446,199.00	(b) 0
(3) Net Monetized Benefit	n/a	
(4) Other Costs & Benefits (Non-Monetized)	The other cost of not updating the regulation to allow state enforcement of the Federal Motor Carrier requirements are less accountability of trucking companies in both the regulatory and highway safety areas. The ability for state enforcement makes Virginias highways safer is reduced.	
(5) Information Sources		

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

(1) Direct & Indirect Costs & Benefits (Monetized)	<p>Direct Costs: This regulatory change merely allows the Commonwealth to enforce existing federal motor carrier regulations. No alternative was considered.</p> <p>Indirect Costs: Describe the indirect costs of the proposed change.</p> <p>Direct Benefits: Describe the direct benefits of this proposed change here.</p> <p>Indirect Benefits: Describe the indirect benefits of the proposed change.</p>	
(2) Present Monetized Values	Direct & Indirect Costs	Direct & Indirect Benefits
	(a) 0	(b) 0
(3) Net Monetized Benefit	n/a	

(4) Other Costs & Benefits (Non-Monetized)	N/A
(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 is no direct monetized cost on our local partners by adopting the proposed regulatory change. It merely allows designated officers of the Commonwealth to enforce existing federal law.</p> <p>Indirect Costs: There is no in direct monetized cost on our local partners by adopting the proposed regulatory change. It merely allows designated officers of the Commonwealth to enforce existing federal law.</p> <p>Direct Benefits: There are no direct monetized benefits for our local partners by adopting the proposed regulatory change. It merely allows designated officers of the Commonwealth to enforce existing federal law.</p> <p>Indirect Benefits: There are no indirect monetized benefits for our local partners by adopting the proposed regulatory change. It merely allows designated officers of the Commonwealth to enforce existing federal law. Describe the indirect benefits of the proposed change.</p>	
(2) Present Monetized Values	Direct & Indirect Costs	Direct & Indirect Benefits
	(a) 0	(b)
(3) Other Costs & Benefits (Non-Monetized)	The direct non-monetized benefits for families include increased safety to Virginia citizens and others traveling the highways of the Commonwealth.	
(4) Assistance	n/a	

(5) Information Sources	n/a
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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)	<p>Direct Costs: There are no direct monetized benefits for families by adopting the proposed regulatory change. The change merely allows designated officers of the Commonwealth to continue enforcement of already existing federal law that they are required to comply with regardless of this change.</p> <p>Indirect Costs: There are no indirect monetized benefits for families by adopting the proposed regulatory change. The change merely allows designated officers of the Commonwealth to continue enforcement of already existing federal law that they are required to comply with regardless of this change.</p> <p>Direct Benefits: There are no direct monetized benefits for families by adopting the proposed regulatory change. The change merely allows designated officers of the Commonwealth to continue enforcement of already existing federal law that they are required to comply with regardless of this change.</p> <p>Indirect Benefits: There are no indirect monetized benefits for families by adopting the proposed regulatory change. The change merely allows designated officers of the Commonwealth to continue enforcement of already existing federal law that they are required to comply with regardless of this change.</p>	
(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 for families include 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)	<p>Direct Costs: There is no direct monetized cost on small business by adopting the proposed regulatory change. The change merely allows designated officers of the Commonwealth to continue enforcement of already existing federal law that they are required to comply with regardless of this change.</p> <p>Indirect Costs: There is no indirect monetized cost on small business by adopting the proposed regulatory change. The change merely allows designated officers of the Commonwealth to continue enforcement of already existing federal law that they are required to comply with regardless of this change.</p> <p>Direct Benefits: There are no direct monetized benefits for small business by adopting the proposed regulatory change. The change merely allows designated officers of the Commonwealth to continue enforcement of already existing federal law that they are required to comply with regardless of this change.</p> <p>Indirect Benefits: There are no indirect monetized benefits for small business by adopting the proposed regulatory change. The change merely allows designated officers of the Commonwealth to continue enforcement of already existing federal law that they are required to comply with regardless of this change.</p>	
(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 for families include increased safety to Virginia citizens and others traveling the highways of the Commonwealth.	
(4) Alternatives	None considered -This regulation and change merely authorize state enforcement of already applicable federal laws.	
(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	Net Change
19 VAC 30-20-80	Statutory:	1	0	0	0
	Discretionary:	0	0	0	0

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 Length	New Length	Net Change in Length
None			