

Office of Regulatory Management
Economic Review Form

Agency name	Virginia Department of State Police (0156)
Virginia Administrative Code (VAC) Chapter citation(s)	19VAC 30-70
VAC Chapter title(s)	Motor Vehicle Safety Inspection Regulations
Action title	Motor Vehicle Safety Inspection Rules and Regulations-2023 Amendments -EO19 Review- FINAL/EXEMPT
Date this document prepared	17 October 2023 / Revised 27 November 2023
Regulatory Stage (including Issuance of Guidance Documents)	FINAL / Exempt Action 6323 / Stage 10133

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 of this proposed change.</p> <p>Indirect Costs: There are no indirect monetized costs of the proposed change.</p> <p>Direct Benefits: There are no monetized direct benefits achieved by this proposed change.</p> <p>Indirect Benefits: The indirect monetized benefits of this proposed change are that the removal of repetitive sections and outdated mandates will reduce confusion during the inspection process potentially reducing time and manpower costs for inspection stations.</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)	The streamlining of inspection requirements will make it simpler to navigate the requirements while ensuring the vehicles on the highway are safe thereby protecting the traveling public.	
(5) Information Sources	Department of State Police, FY2024- Financial Statement, Fund 02610	

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

(1) Direct & Indirect Costs & Benefits (Monetized)	<p>Direct Costs: There would be no direct monetized costs by retaining the regulation as is.</p> <p>Indirect Costs: There would be no indirect monetized costs by retaining the regulation as is.</p> <p>Direct Benefits: There are no direct monetized benefits achieved by retaining the regulation as is.</p> <p>Indirect Benefits: There are no indirect monetized benefits achieved by retaining the regulation as is.</p>	
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(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)	The only non-monetized benefit from retaining the statute would be inspection station staff would not have to be trained on the new, streamlined regulation.	
(5) Information Sources		

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

(1) Direct & Indirect Costs & Benefits (Monetized)	<p>Direct Costs: The inspection program is statutorily mandated, so no alternative was considered.</p> <p>Indirect Costs: The inspection program is statutorily mandated, so no alternative was considered.</p> <p>Direct Benefits: The inspection program is statutorily mandated, so no alternative was considered.</p> <p>Indirect Benefits: The inspection program is statutorily mandated, so no alternative was considered.</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)	The inspection program is mandated by law. If the program were eliminated a direct monetary benefit would be an annual savings of \$20 per vehicle for each family, Virginia businesses, as well as state, and local agencies. In addition, mechanical defects would not prevent registration so people would not be required to maintain their vehicles in a safe condition saving them the cost of repairs. Local repair businesses would lose business as repairs would no longer be required. The cost to society would be the operation in unsafe vehicles resulting in increased accidents and higher insurance premiums.	

(5) Information Sources	
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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: The changes to this regulation impose no monetized direct costs on the Department’s local partners.</p> <p>Indirect Costs: The changes to this regulation impose no monetized indirect costs on the Department’s local partners.</p> <p>Direct Benefits: The changes to this regulation create no monetized direct benefits for the Department’s local partners.</p> <p>Indirect Benefits: The changes to this regulation create no monetized indirect benefits for the Department’s local partners.</p>	
(2) Present Monetized Values	Direct & Indirect Costs	Direct & Indirect Benefits
	(a) 0	(b) 0
(3) Other Costs & Benefits (Non-Monetized)	None	
(4) Assistance	n/a	
(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>Direct Costs: The changes to this regulation impose no monetized direct costs on families.</p> <p>Indirect Costs: The changes to this regulation impose no monetized indirect costs on families.</p> <p>Direct Benefits: The changes to this regulation create no monetized direct benefits for families.</p> <p>Indirect Benefits: The changes to this regulation create no monetized indirect benefits for families.</p>	
(2) Present Monetized Values	Direct & Indirect Costs	Direct & Indirect Benefits
	(a) 0	(b) 0
(3) Other Costs & Benefits (Non-Monetized)	<p>The Cost of inspections are unchanged by the adoption of this regulation. Families could be harmed if the inspection program was eliminated. The inspection program identifies serious, safety related, mechanical defects that must be corrected before the vehicle can be registered. Without the program, mechanical defects would not prevent registration so people would not be required to maintain their vehicles in a safe condition saving them the cost of repairs. Dangerous vehicles on the highway endanger families and increase their insurance costs.</p>	
(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: The changes to this regulation impose no monetized direct costs on small businesses.</p> <p>Indirect Costs: The changes to this regulation impose no monetized indirect costs on small businesses.</p> <p>Direct Benefits: The changes to this regulation create no monetized direct benefits for small businesses.</p>	
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	Indirect Benefits: The changes to this regulation create no monetized indirect benefits for small businesses.	
(2) Present Monetized Values	Direct & Indirect Costs	Direct & Indirect Benefits
	(a) 0	(b) 0
(3) Other Costs & Benefits (Non-Monetized)	Inspections are often done by small businesses. These changes will streamline the inspection process by reducing the number of mandates that must be complied with. This should make the inspection process more efficient saving time and therefore manhours.	
(4) Alternatives	If the inspection program were eliminated Local repair businesses would lose business as repairs would no longer be required.	
(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
	Statutory:	229	0	0	0
	Discretionary:	90	0	76	-76
				Total Net Change of Statutory Requirements:	0
				Total Net Change of Discretionary Requirements:	-76

Cost Reductions or Increases (if applicable)

VAC Section(s) Involved*	Description of Regulatory Requirement	Initial Cost	New Cost	Overall Cost Savings/Increases
n/a				

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
n/a		

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

Title of Guidance Document	Original Length	New Length	Net Change in Length
n/a			

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