

Office of Regulatory Management
Economic Review Form

Agency name	Commonwealth Transportation Board
Virginia Administrative Code (VAC) Chapter citation(s)	24VAC30-401
VAC Chapter title(s)	Change of Limited Access Control
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)	No monetizable direct or indirect costs or benefits to local partners of the regulation have been identified.	
(2) Present Monetized Values	Direct & Indirect Costs	Direct & Indirect Benefits
	(a) N/A	(b) N/A

<p>(3) Other Costs & Benefits (Non-Monetized)</p>	<p>Localities are affected by this regulation if they request a change in limited access for a highway within their jurisdiction. Since each limited access change has project-specific costs, and there are many different variables involved in each project, monetizable costs cannot be estimated at this time.</p> <p>Direct costs to localities affected by the regulation include the staff time and effort needed to properly make the request to the Virginia Department of Transportation (VDOT), such as formally making the request in writing, preparing a global traffic analysis, and preparing an environmental analysis of the proposed change in limited access. Requestors must pay for expenses associated with VDOT’s posting of a Willingness for Public Comment notice to allow public input to be collected. However, if the requestor is a locality making a request for change in limited access control for public transportation purposes, the Chief Engineer may waive the requirement to pay for the posting.</p> <p>Requestors must also post a deposit sufficient to cover the estimated cost associated with considering the request, including VDOT’s expenses in completing the required reviews, posting, approvals, and any other steps involved. The amount of the deposit will be determined by the estimated amount of research and engineering and the cost of the appraisal required to process the request prior to approval by the Commonwealth Transportation Board (CTB). If the actual cost to consider the request exceeds the estimated cost, the requestor is required to pay VDOT the difference. This sum is in addition to any monetary compensation required. (It is noted that monetary “compensation” is generally only required for changes in limited access that enhance the value of private property that will be served or benefit from the change.)</p> <p>Requirements for changes to limited access control are imposed through the measures set by the regulation, furthering safety and the purpose of establishing and maintaining limited access highways. For localities, a direct benefit of limited access control is that the applicable designated portions of the system of state highways are able to protect and advance the safety and welfare of motorists/the traveling public through becoming and maintaining their status as limited access highways. Limited access highways can provide greater vehicle capacity and improved safety over non-limited access highways by reducing the number of interactions with vehicles entering or exiting the highway and by prohibiting pedestrians and other non-motorized traffic from the highway. VDOT cannot produce estimates for the amount by which safety is improved by the regulation.</p>
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(4) Assistance	The Chief Engineer may waive the requirement for a locality to pay for expenses associated with VDOT’s posting of a Willingness for Public Comment notice if the request for change in limited access control is for public transportation purposes.
(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)	No direct costs, indirect costs, or indirect benefits to families from the regulation have been identified. The process for requesting a change to limited access control as set by the regulation directly benefits families, as well as all motorists/the traveling public by ensuring the safety of the Commonwealth’s highways is protected and that any proposed changes to limited access are considered under a thorough process. 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.	
(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

<p>(1) Direct & Indirect Costs & Benefits (Monetized)</p>	<p>Small businesses are affected by this regulation if they request a change to limited access control for their property. Since each limited access change has project-specific costs, and there are many different variables involved in each project, monetizable costs cannot be estimated at this time.</p> <p>Direct costs to small businesses requesting a change to limited access control under the regulation include the time and effort needed to properly make the request to VDOT, such as formally making the request in writing, securing the required support from the locality within which the highway is located where the change in limited access is proposed, obtaining a global traffic analysis, and obtaining an environmental analysis of the proposed change in limited access. Requestors must pay for expenses associated with VDOT’s posting of a Willingness for Public Comment notice to allow public input to be collected.</p> <p>Requestors must also post a deposit sufficient to cover the estimated cost associated with considering the request, including VDOT’s expenses in completing the required reviews, posting, approvals, and any other steps involved. The amount of the deposit will be determined by the estimated amount of research and engineering and the cost of the appraisal required to process the request prior to approval by the CTB. If the actual cost to consider the request exceeds the estimated cost, the requestor is required to pay VDOT the difference. This sum is in addition to any monetary compensation required. (It is noted that monetary “compensation” is generally only required for changes in limited access that enhance the value of private property that will be served or benefit from the change.)</p> <p>Small businesses requesting a change to limited access control benefit from the regulation through the ability for them to potentially receive the requested change and the clarification of the process by which a change of limited access will be granted by the CTB. The process for requesting a change to limited access control as set by the regulation directly benefits small businesses as well as businesses of all sizes in Virginia by ensuring the safety of the Commonwealth’s highways is protected and that any proposed changes to limited access are considered under a thorough process. 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.</p>	
<p>(2) Present Monetized Values</p>	<p>Direct & Indirect Costs</p>	<p>Direct & Indirect Benefits</p>
	<p>(a) \$0</p>	<p>(b) N/A</p>

(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.