

Office of Regulatory Management  
Economic Review Form

<b>Agency name</b>	Department of Forensic Science
<b>Virginia Administrative Code (VAC) Chapter citation(s)</b>	6 VAC 40-15
<b>VAC Chapter title(s)</b>	Parking Regulations
<b>Action title</b>	Parking Regulation [under development]
<b>Date this document prepared</b>	August 30, 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)**

<p>(1) Direct Costs &amp; Benefits</p>	<ul style="list-style-type: none"> <li>• <b>The Department will have the ability to enforce parking restrictions at its facilities.</b></li> </ul> <p>Direct Costs: The Department will incur a one-time expense to create, post, and maintain 20 signs at a cost of \$1,500.00. DFS estimates ~30 cars towed per year. Towing expenses, at \$150.00 per tow, will be charged to the violating car owner.</p> <p>Direct Benefits: Customers will be able to park at the DFS facility, avoiding lost time and money in having to locate and pay for parking offsite. The Department estimates approximately 120 customers per year will avoid having to look for parking. The Department calculates the following benefits from the availability of parking for those 120 customers: avoided lost time to customers looking for parking (120 hours at \$20 per hour=\$2,400 per year) and avoided paid parking expenses (120 cases at 2 hours at \$6.00 per hour=\$1440 per year).</p> <p>Employees will also have access to parking rather than having to locate parking off site. The Department estimates that 30 times per year an employee is delayed 1 hour in locating parking. The total benefit to the Department (30 cases at 1 hour at \$35 per hour in wages) is \$1,050 per year.</p> <p>The towing companies contracted by the Department will receive the towing fees for violators who have their vehicle removed from the lot. The Department anticipates 2-3 cars towed per month, totaling 30 cars per year for a benefit of \$4,500 per year.</p>	
<p>(2) Quantitative Factors</p>	<p>Estimated Dollar Amount</p>	<p>Present Value</p>
<p>Direct Costs</p>	<p>(a) \$46,500</p>	<p>(c) \$41,037</p>
<p>Direct Benefits</p>	<p>(b) \$93,900</p>	<p>(d) \$82,502</p>

(3) Benefits-Costs Ratio	2.01	(4) Net Benefit	\$41,465
(5) Indirect Costs & Benefits	No significant indirect costs or benefits are expected.		
(6) Information Sources	Quotes from sign company, quote from towing company, and agency knowledge of current circumstances with parking.		
(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	<ul style="list-style-type: none"> <li><b>Customers will lose time and money due to having to locate and pay for parking offsite.</b></li> </ul> <p>Direct Costs: The Department estimates approximately 120 customers per year will have to look for parking. The Department calculates the following costs associated with that lost time and parking expense for those 120 customers: lost time to customers looking for parking (120 hours at \$20 per hour=\$2,400 per year) and parking expenses (120 cases at 2 hours at \$6.00 per hour=\$1440 per year).</p> <p>Employees will also have issues with locating parking and have to park off site. The Department estimates that 30 times per year an employee is delayed 1 hour in locating parking. The total cost to the Department (30 cases at 1 hour at \$35 per hour in wages) is \$1,050 per year.</p> <p>Direct Benefits: None.</p>	
(2) Quantitative Factors	Estimated Dollar Amount	Present Value
Direct Costs	(a) \$48,900	(c) \$42,964

Direct Benefits	(b) \$0	(d) \$0	
(3) Benefits-Costs Ratio	N/A	(4) Net Benefit	-\$42,964
(5) Indirect Costs & Benefits	None.		
(6) Information Sources	Agency knowledge of current circumstances with parking.		
(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.*

<p>(1) Direct Costs &amp; Benefits</p>	<ul style="list-style-type: none"> <li>• <b>The alternative to the regulation is to gate all of the DFS lots, and for the Eastern Laboratory, have those gates manned 24 hours per day/7 days a week due to the public’s need to enter the lot for the Norfolk Public Health Service.</b></li> </ul> <p>Direct Costs: Nine gates would be needed for the four laboratory locations. One-time costs of \$212,000 would be incurred for the gates including BComm planning (\$10,000), engineering services (\$40,000), and \$18,000 in construction costs per gate. In addition, DFS would need to hire approximately six wage employees to staff the gates at the Eastern Laboratory at \$20/hour, for a total annual cost of \$174,720.</p> <p>Direct Benefits: Customers will be able to park at the DFS facility, avoiding lost time and money in having to locate and pay for parking offsite. The Department estimates approximately 120 customers per year will avoid having to look for parking. The Department calculates the following benefits from the availability of parking for those 120 customers: avoided lost time to customers looking for parking (120 hours at \$20 per hour=\$2,400 per year) and avoided paid parking expenses (120 cases at 2 hours at \$6.00 per hour=\$1440 per year).</p>
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	<p>Employees will also have access to parking rather than having to locate parking off site. The Department estimates that 30 times per year an employee is delayed 1 hour in locating parking. The total benefit to the Department (30 cases at 1 hour at \$35 per hour in wages) is \$1,050 per year.</p> <p>Approximately six people will gain employment and total wages of \$174,720.</p>		
(2) Quantitative Factors	Estimated Dollar Amount	Present Value	
Direct Costs	(a) \$1,959,200	(c) \$1,747,109	
Direct Benefits	(b) \$2,008,100	(d) \$1,790,073	
(3) Benefits-Costs Ratio	1.02	(4) Net Benefit	\$42,964
(5) Indirect Costs & Benefits	None.		
(6) Information Sources	Agency knowledge of current circumstances with parking.		
(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	No impact on local partners
(2) Quantitative Factors	Estimated Dollar Amount
Direct Costs	(a)
Direct Benefits	(b)
(3) Indirect Costs & Benefits	
(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 impact on families
(2) Quantitative Factors	Estimated Dollar Amount
Direct Costs	(a)
Direct Benefits	(b)
(3) Indirect Costs & Benefits	
(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	Impact on contracted towing companies
(2) Quantitative Factors	Estimated Dollar Amount
Direct Costs	(a) \$0
Direct Benefits	(b) \$4,500
(3) Indirect Costs & Benefits	
(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**

	<b>Number of Requirements</b>			
<b>Chapter number</b>	<b>Initial Count</b>	<b>Additions</b>	<b>Subtractions</b>	<b>Net Change</b>
6VAC40-15	0	1		1