

Office of Regulatory Management
Economic Review Form

Agency name	Commonwealth Transportation Board
Virginia Administrative Code (VAC) Chapter citation(s)	24VAC30-620
VAC Chapter title(s)	Rules, Regulations and Rates Concerning Toll and Bridge Facilities
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 direct costs, indirect costs, direct benefits, or indirect benefits to local partners from the regulation have been identified.	
(2) Present Monetized Values	Direct & Indirect Costs	Direct & Indirect Benefits

	(a) \$0	(b) \$0
(3) Other Costs & Benefits (Non-Monetized)		
(4) Assistance		
(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

<p>(1) Direct & Indirect Costs & Benefits (Monetized)</p>	<p>Direct monetary costs to families are the costs of paying the tolls to use the VDOT facilities as set in the regulation. The cost of a one-way trip for a two-axle vehicle (most likely the type of vehicle used by a family) on the Powhite Parkway Extension Toll Road ranges from \$0.25 to \$0.75. The George P. Coleman Bridge is only tolled in the northbound direction. The toll rate structure on the bridge includes one-way rates of \$0.85 for motorcycles, pedestrians and bicyclists and for cars, vans, and pick-ups utilizing the E-ZPass electronic toll collection (ETC) system, and rates of \$2.00 for cars, vans, and pick-ups which do not utilize the ETC system. Additionally, families which choose to travel on high-occupancy toll facilities or lanes operated by VDOT (currently a portion of I-64 in Norfolk between I-564 and I-264 and I-66 Inside the Beltway) with variable tolls (based on congestion pricing), as designated by the regulation, would incur monetary costs if the number of passengers in their vehicles at the time of travel does not meet the required minimum occupancy to be exempt from the tolls. VDOT cannot produce estimates of the number of families that utilize these facilities and, therefore, cannot make an accurate assessment of the monetized cost.</p> <p>Direct benefits of the regulation include the opportunity for suspension of tolls to allow for safe movement of vehicles during evacuations or other emergency situations. VDOT cannot produce estimates for the amount by which safety is improved by the regulation and, therefore,</p>
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	cannot make an accurate assessment of the monetized benefit. No indirect costs to families of the regulation have been identified.	
(2) Present Monetized Values	Direct & Indirect Costs	Direct & Indirect Benefits
	(a) N/A	(b) N/A
(3) Other Costs & Benefits (Non-Monetized)	<p>An indirect non-monetized benefit of the regulation is that it ensures toll rates charged at toll facilities are fixed by a process that allows for public input from families and all interested stakeholders.</p> <p>Indirect benefits also accrue to families from the widening of the George P. Coleman Bridge from two to four lanes, financed through the tolls outlined in the regulation, which has drastically reduced congestion. Benefits of reduced congestion include time savings to motorists and improved safety of the roadway.</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 monetary costs to small businesses are the costs of paying the tolls to use the facilities or lanes as set in the regulation. The cost of a one-way trip on the Powhite Parkway Extension Toll Road ranges from:</p> <ul style="list-style-type: none"> • \$0.25 to \$0.75 for a two-axle vehicle; • \$0.35 to \$1.00 for a three-axle vehicle; • \$0.45 to \$1.25 for a four-axle vehicle; and • \$0.55 to \$1.50 for five- and six-axle vehicles. <p>The toll rate structure on the George P. Coleman Bridge includes tolls on northbound lanes only with rates of:</p> <ul style="list-style-type: none"> • \$0.85 for two-axle vehicles which utilize the E-ZPass ETC system; • \$2.00 for two-axle vehicles which do not utilize the E-ZPass ETC system; • \$3.00 for three-axle vehicles and buses; and • \$4.00 for four or more-axle vehicles.
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	<p>(Note that tolls are not collected in the southbound direction.)</p> <p>Additionally, if small businesses choose to use high-occupancy toll facilities or lanes with variable tolls (based on congestion pricing) as designated by the regulation, those small businesses would incur monetary costs if the number of passengers in their vehicles at the time of travel does not meet the required minimum occupancy to be exempt from the tolls. VDOT cannot produce estimates of the number of small businesses that utilize these facilities and, therefore, cannot make an accurate assessment of the monetized cost.</p> <p>No indirect costs or direct benefits to small businesses of the regulation have been identified.</p>	
(2) Present Monetized Values	Direct & Indirect Costs	Direct & Indirect Benefits
	(a) N/A	(b) \$0
(3) Other Costs & Benefits (Non-Monetized)	<p>An indirect non-monetized benefit of the regulation is that it ensures toll rates charged at toll facilities are fixed by a process that allows for public input from small businesses and all interested stakeholders.</p> <p>Indirect benefits also accrue to small businesses from the widening of the George P. Coleman Bridge from two to four lanes, financed through the tolls outlined in the regulation, which has drastically reduced congestion. Benefits of reduced congestion include time savings to motorists and improved safety of the roadway.</p>	
(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.