

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	Repealing Toll Rate Schedules for the George P. Coleman Bridge
Date this document prepared	October 16, 2025
Regulatory Stage (including Issuance of Guidance Documents)	Exempt 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)

<p>(1) Direct & Indirect Costs & Benefits (Monetized)</p>	<p>Item 441 D.1 of Chapter 725 of the 2025 Acts of Assembly required that all rates, fees, tolls and other charges shall cease to be collected for the use of the George P. Coleman Bridge. Toll collection on the bridge ended on August 8, 2025. Now, 24VAC30-620 must be amended to remove subsection B of section 30 pertaining to the toll rate schedules for the Coleman Bridge.</p> <p>In 1995, the Coleman Bridge was reconstructed with four lanes to handle increased traffic, which now amounts to roughly one million vehicles crossing the bridge each month. When the bridge was reopened after reconstruction, tolling for northbound crossings was implemented to repay the bonds used for the project’s construction costs. The legally obligated debt secured for the reconstruction has now been fully repaid.</p> <p>The elimination of tolls on the George P. Coleman Bridge will provide direct benefits to residents and commuters. The one-way toll collection on the Coleman Bridge generated approximately \$6 million annually, or \$500,000 per month. The traveling public using the bridge will directly benefit by no longer incurring this cost. The one-way toll rates set in 24VAC30-620-30 are:</p> <ul style="list-style-type: none"> • Motorcycles, pedestrians and bicyclists: \$0.85 • Commuter electronic toll collection (ETC) cars, vans, pick-ups: \$0.85 • Commuter ETC two-axle commercial vans/trucks: \$0.85 • Cars, vans, pick-ups: \$2.00 • Two-axle, six-tire trucks and buses: \$2.00 • Three-axle vehicles and buses: \$3.00 • Four or more-axle vehicles: \$4.00 <p>While an additional \$29.6 million in outstanding debt related to the bridge remained owed to the state’s Toll Facility Revolving Account, Item 441 D.2 of Chapter 725 provided that any funds allocated from the Toll Facility Revolving Account which cannot be reimbursed from available George P. Coleman Bridge funds shall not require reimbursement. As such, there is no cost to VDOT of the removal of the tolls.</p>	
<p>(2) Present Monetized Values</p>	<p>Direct & Indirect Costs</p> <p>(a) \$0</p>	<p>Direct & Indirect Benefits</p> <p>(b) \$24,802,590</p>

(3) Net Monetized Benefit	\$24,802,590
(4) Other Costs & Benefits (Non-Monetized)	
(5) Information Sources	

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

(1) Direct & Indirect Costs & Benefits (Monetized)	One-way toll collection on the Coleman Bridge generated approximately \$6 million annually and toll collection on the bridge will cease regardless of the status of the regulation. If the regulation is not amended the existence of inaccurate information in 24VAC30-620 regarding toll rates for the bridge could create confusion, representing a cost to the public.	
(2) Present Monetized Values	Direct & Indirect Costs	Direct & Indirect Benefits
	(a) \$24,802,590	(b)
(3) Net Monetized Benefit	-\$24,802,590	
(4) Other Costs & Benefits (Non-Monetized)		
(5) Information Sources		

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

(1) Direct & Indirect Costs & Benefits (Monetized)	Item 441 D.1 of Chapter 725 of the 2025 Acts of Assembly requires that all rates, fees, tolls and other charges shall cease to be collected for the use of the George P. Coleman Bridge. As such, there are no alternative approaches to consider.	
(2) Present Monetized Values	Direct & Indirect Costs	Direct & Indirect Benefits
	(a)	(b)
(3) Net Monetized Benefit		

(4) Other Costs & Benefits (Non-Monetized)	
(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)	There are no direct or indirect costs or benefits to local partners from this change.	
(2) Present Monetized Values	Direct & Indirect Costs	Direct & Indirect Benefits
	(a)	(b)
(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

(1) Direct & Indirect Costs & Benefits (Monetized)	To the extent families are affected by this change, they will benefit from the removal of the tolls on the Coleman Bridge. The toll rate structure on the bridge included one-way rates of \$0.85 for motorcycles, pedestrians and bicyclists and for cars, vans, and pick-ups utilizing the E-ZPass ETC system, and rates of \$2.00 for cars, vans, and pick-ups which do not utilize the ETC system. The direct benefit to families of removal of the
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	tolls cannot be monetized as VDOT does not have data on the number of families that utilize this facility.	
(2) Present Monetized Values	Direct & Indirect Costs	Direct & Indirect Benefits
	(a)	(b)
(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

(1) Direct & Indirect Costs & Benefits (Monetized)	<p>To the extent small businesses are affected by this change, they will benefit from the removal of the tolls on the Coleman Bridge. The toll rate structure on the bridge included tolls on northbound lanes only with rates of:</p> <ul style="list-style-type: none"> • \$0.85 for two-axle vehicles which utilized the E-ZPass ETC system; • \$2.00 for two-axle vehicles which did not utilize the E-ZPass ETC system; • \$3.00 for three-axle vehicles and buses; and • \$4.00 for four or more-axle vehicles. <p>The direct benefit to small businesses of removal of the tolls cannot be monetized as VDOT does not have data on the number of small businesses that utilize this facility.</p>	
(2) Present Monetized Values	Direct & Indirect Costs	Direct & Indirect Benefits
	(a)	(b)
(3) Other Costs & Benefits (Non-Monetized)		
(4) Alternatives		

(5) Information Sources	
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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	Total Net Change in Requirements
24VAC30-620-30	(M/A): 0				0
	(D/A): 0				0
	(M/R): 0				0
	(D/R): 0				0
				Grand Total of Changes in Requirements:	(M/A): 0 (D/A): 0 (M/R): 0 (D/R): 0

Key:

Please use the following coding if change is mandatory or discretionary and whether it affects externally regulated parties or only the agency itself:

(M/A): Mandatory requirements mandated by federal and/or state statute affecting the agency itself

(D/A): Discretionary requirements affecting agency itself

(M/R): Mandatory requirements mandated by federal and/or state statute affecting external parties, including other agencies

(D/R): Discretionary requirements affecting external parties, including other agencies

Cost Reductions or Increases (if applicable)

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

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

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

Title of Guidance Document	Original Word Count	New Word Count	Net Change in Word Count

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