



**FY 2021 Annual Traffic and Toll
Revenue Report**



October 6, 2021

Prepared for:

Richmond Metropolitan Transportation
Authority

Prepared by:

Stantec



Table of Contents

EXECUTIVE SUMMARY	V
1.0 INTRODUCTION.....	1.1
2.0 RMTA EXPRESSWAY SYSTEM OVERVIEW	2.1
3.0 RMTA TOLL RATES.....	3.3
4.0 COVID-19 IMPACT	4.5
FY20 TO FY21 CHANGE	5.9
5.0 5.9	
6.0 FY21 ACTUAL VS. FORECAST	6.14
7.0 HOURLY TRAFFIC PROFILES	7.1
7.1.1 October 2019 vs 2020	7.1
7.1.2 April 2020 vs 2021	7.2
7.1.3 October 2020 vs April 2021 vs June 2021	7.3
8.0 FY21 PERCENT SHARE OF TRAFFIC AND REVENUE BY FACILITY	8.6
9.0 DISTRIBUTION OF TRAFFIC GROWTH RATES	9.8
10.0 EMPLOYMENT TRENDS.....	10.13
11.0 GAS PRICE TRENDS	11.14
12.0 FY21 ACTUAL TO FY22 FORECASTS	12.15
13.0 TRENDS BY FACILITY.....	13.0
13.1 T&R GROWTH TRENDS BY ALL FACILITIES.....	13.0
RMTA T&R TRENDS	13.2
13.2 13.2	
POWHITE PARKWAY T&R TRENDS	13.7
13.3 13.7	
DOWNTOWN EXPRESSWAY T&R TRENDS.....	13.12
13.4 13.12	
BOULEVARD BRIDGE.....	13.17
13.5 13.17	
14.0 LIMITS AND DISCLAIMERS	14.22



LIST OF TABLES

Table 1-1: RMTA Traffic and Toll Revenue, FY20 to FY21	v
Table 1-2: RMTA FY21 Traffic and Toll Revenue, Actual vs. Forecasts	vi
Table 3-1: RMTA Expressway Current Toll Schedule.....	3.3
Table 5-1: RMTA Change in Traffic, Revenue and Average Toll, FY20 to FY21	5.10
Table 5-2: Change in Monthly Traffic and Revenue on the RMTA System and Powwhite Parkway, FY20 to FY21	5.12
Table 5-3: Change in Monthly Traffic and Revenue on the Downtown Expressway and Boulevard Bridge, FY20 to FY21	5.13
Table 6-1: RMTA Traffic, Revenue and Average Toll, FY21 Actual vs. Forecast.....	6.15
Table 6-2: RMTA System Traffic and Revenue, FY21 Actual vs. Forecast.....	6.17
Table 6-3: Powwhite Parkway Traffic and Revenue, FY21 Actual vs. Forecast	6.18
Table 6-4: Downtown Expressway Traffic and Revenue, FY21 Actual vs. Forecast	6.19
Table 6-5: Boulevard Bridge Traffic and Revenue, FY21 Actual vs. Forecast	6.20
Table 10-1: Richmond MSA Employment Analysis	10.13
Table 11-1: Gasoline Price Analysis.....	11.14
Table 12-1: Transactions, Revenue and Average Toll, FY 2021 vs FY 2022 Forecast.....	12.15
Table 12-2: Monthly Transactions and Revenue for the RMTA System and Powwhite Parkway, FY21 vs FY22 Forecast.....	12.17
Table 12-3: Monthly Transactions and Revenue for the Downtown Expressway and Boulevard Bridge, FY21 vs FY22 Forecast	12.18
Table 13-1: Transactions by Payment Type and Day of Week, FY16-FY21, RMTA System	13.2
Table 13-2: Historical Traffic by Payment Type, RMTA System	13.3
Table 13-3: Historical Traffic by Month and Fiscal Year, RMTA System.....	13.5
Table 13-4: Transactions by Payment Type and Day of Week, FY16-FY21, Powwhite Pkwy.....	13.7
Table 13-5: Historical Traffic by Payment Type, Powwhite Parkway	13.8
Table 13-6: Historical Traffic by Month and Fiscal Year, Powwhite Parkway	13.10
Table 13-7: Transactions by Payment Type and Day of Week, FY16-FY21, DTE	13.12
Table 13-8: Historical Traffic by Payment Type, Downtown Expressway.....	13.13
Table 13-9: Historical Traffic by Month and Fiscal Year, Downtown Expressway	13.15
Table 13-10: Transactions by Payment Type and Day of Week, FY16-FY21, Blvd. Bridge ..	13.17
Table 13-11: Historical Traffic by Payment Type, Boulevard Bridge	13.18
Table 13-12: Historical Traffic by Month and Fiscal Year, Boulevard Bridge	13.20

LIST OF FIGURES

Figure 1-1: Year over Year Employment Growth, in Absolute and Percent Terms (left) and Monthly RMTA Transactions in FY20 and FY21 (right)	vi
Figure 2-1: RMTA Expressway System.....	2.3
Figure 3-1: RMTA Historical Toll Rates Since Opening Years.....	3.5
Figure 4-1: RMTA System Transactions, March 1, 2020 through June 30, 2021, compared to Pre-COVID-19 Transactions (March 2019-February 2020)	4.7
Figure 4-2: Powwhite Parkway Transactions, March 1, 2020 through June 30, 2021, compared to Pre-COVID-19 Transactions (March 2019-February 2020)	4.7
Figure 4-3: Downtown Expressway Transactions, March 1, 2020 through June 30, 2021, compared to Pre-COVID-19 Transactions (March 2019-February 2020)	4.8



Figure 4-4: Boulevard Bridge Transactions, March 1, 2020 through June 30, 2021, compared to Pre-COVID-19 Transactions (March 2019-February 2020)	4.8
Figure 5-1: RMTA Change in Traffic, Revenue and Average Toll, FY20 to FY21	5.11
Figure 5-2: Average Toll Rates on RMTA Facilities in FY21	5.14
Figure 6-1: RMTA Traffic, Revenue and Average Toll, FY21 Actual vs. Forecast.....	6.16
Figure 7-1: Hourly Traffic Trends on the RMTA Expressway System for average weekdays, October 2019 vs October 2020	7.2
Figure 7-2: Hourly Traffic Trends on the RMTA Expressway System Apr-20 vs Apr-21	7.3
Figure 7-3: Hourly Weekday Traffic Comparison on the RMTA Expressway System for October 2020, April 2021, and June 2021.....	7.4
Figure 7-4: Hourly Weekend Traffic Comparison on the RMTA Expressway System for October 2020, April 2021, and June 2021.....	7.5
Figure 8-1: Percent Share of Transactions FY 2021	8.6
Figure 8-2: Percent Share of Toll Revenue – FY 2021-Subject to request of Report 25 data from RMTA	8.7
Figure 9-1: RMTA Total Daily Traffic Growth Distributions from FY 2020 to FY 2021	9.9
Figure 9-2: Powhite Total Daily Traffic Growth Distributions.....	9.10
Figure 9-3: DTE Total Daily Traffic Growth Distributions	9.11
Figure 9-4: Boulevard Bridge Daily Traffic Growth Distributions	9.12
Figure 12-1: Transactions, Revenue and Average Toll, FY 2021 vs FY 2022 Forecast.....	12.16
Figure 13-1: Traffic and Revenue Growth Trends for All Facilities.....	13.1
Figure 13-2: Annual Growth Rates by Day of Week, RMTA System	13.3
Figure 13-3: Day of Week by Payment Type by Fiscal Year, RMTA System.....	13.4
Figure 13-4: Day of Week by Payment Type by Fiscal Year, RMTA System (continued)	13.5
Figure 13-5: Historical Monthly Traffic and Comparison to Employment, RMTA System.....	13.6
Figure 13-6: Annual Growth Rates by Day of Week, Powhite Parkway	13.8
Figure 13-7: Day of Week by Payment Type by Fiscal Year, Powhite Parkway.....	13.9
Figure 13-8: Day of Week by Payment Type by Fiscal Year, Powhite Parkway (continued)	13.10
Figure 13-9: Historical Monthly Traffic and Comparison to Employment, Powhite Parkway.....	13.11
Figure 13-10: Annual Growth Rates by Day of Week, Downtown Expressway.....	13.13
Figure 13-11: Day of Week by Payment Type by Fiscal Year, Downtown Expressway	13.14
Figure 13-12: Day of Week by Payment Type by Fiscal Year, Downtown Expressway (continued)	13.15
Figure 13-13: Historical Traffic by Month and Fiscal Year, Downtown Expressway	13.16
Figure 13-14: Annual Growth Rates by Day of Week, Boulevard Bridge	13.18
Figure 13-15: Day of Week by Payment Type by Fiscal Year, Boulevard Bridge.....	13.19
Figure 13-16: Day of Week by Payment Type by Fiscal Year, Boulevard Bridge (continued)	13.20
Figure 13-17: Historical Monthly Traffic and Comparison to Employment, Blvd. Bridge.....	13.21



FY 2021 ANNUAL TRAFFIC AND TOLL REVENUE REPORT

Introduction

Executive Summary

The annual traffic and toll revenue report for the Richmond Metropolitan Transportation Authority (RMTA) provides a snapshot of the performance of the RMTA traffic and toll revenue in reference to historical traffic and revenue, forecasted traffic and revenue and the underlying reasons for emerging trends. The COVID-19 pandemic caused significant decreases in traffic and toll revenue beginning in March 2020 and continuing through the end of Fiscal Year 2021 (FY21). Overall traffic and revenue decreased from FY20 to FY21 by 16.1 and 18.9 percent, respectively. The Downtown Expressway transactions decreased the most in percent terms from FY20 to FY21 at 24.4 percent while toll revenue decreased by 28.2 percent. The Powhite Parkway and Boulevard Bridge transactions also decreased from FY20 to FY21 by 11 and 21 percent, respectively. Toll revenue on the Powhite Parkway and Boulevard Bridge decreased from FY20 to FY21 by 13.7 percent and 25.8 percent, respectively. Table 1-1 conveys the traffic and toll revenue on the RMTA system for FY20 and FY21.

Table 1-1: RMTA Traffic and Toll Revenue, FY20 to FY21

FY20 to FY21				
Facility	FY20	FY21	Difference	
			Absolute	Percent
Transactions				
Powhite Parkway	34,058,087	30,315,116	-3,742,971	-11.0%
Downtown Expressway	18,820,764	14,236,125	-4,584,639	-24.4%
Boulevard Bridge	3,660,223	2,893,121	-767,102	-21.0%
RMTA Total	56,539,074	47,444,362	-9,094,712	-16.1%
Toll Revenue				
Powhite Parkway	\$22,700,737	\$19,593,057	-\$3,107,680	-13.7%
Downtown Expressway	\$11,783,154	\$8,456,042	-\$3,327,112	-28.2%
Boulevard Bridge	\$1,285,439	\$953,502	-\$331,937	-25.8%
RMTA Total	\$35,769,330	\$29,002,601	-\$6,766,729	-18.9%

¹ forecast . Table 1-2 shows the actual and forecasted traffic and toll revenue for the RMTA system for FY21.

Typically, traffic on the RMTA correlates well to employment in the Richmond Metropolitan Area. However, due to the pandemic, it is estimated that the increase in work from home has changed this dynamic. On the RMTA system, monthly transactions for the last three months of FY21 were 25.9 to 67.9 percent higher than the monthly transactions for the last three months of FY20. In the first eight months of FY21, monthly transactions were between 27.9 and 31.9 percent lower than in FY20. The percent difference can be attributed to the new travel patterns during the COVID-19 pandemic. Figure 1-1 shows the employment in

¹ "Duration" refers to the length of time during which the COVID-19 pandemic adversely impacts traffic and revenue on the RMTA's facilities.



FY 2021 ANNUAL TRAFFIC AND TOLL REVENUE REPORT

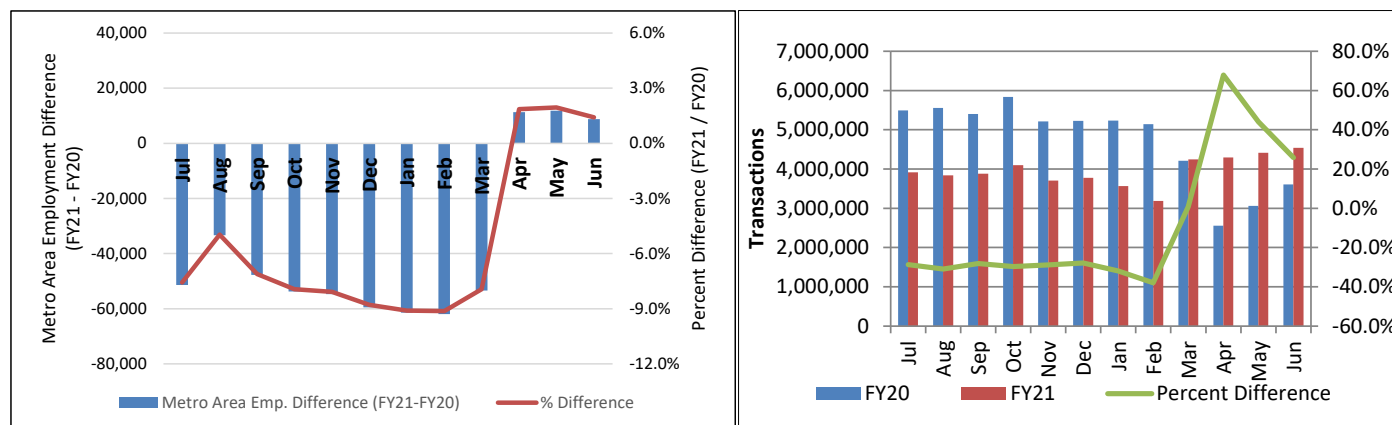
Introduction

the Richmond Metropolitan Area and the year-over-year increase or decrease in employment from FY20 compared to the RMTA's monthly transactions for FY20 and FY21 and the percent difference between the two years.

Table 1-2: RMTA FY21 Traffic and Toll Revenue, Actual vs. Forecasts

FY21 - Actual versus Forecast										
Facility	Actual	FY21 Forecasts by Duration			Difference from Forecasts			% Difference from Forecasts		
		Short	Mid	Long	Short	Mid	Long	Short	Mid	Long
Transactions										
Powhite Parkway	30,315,116	33,178,000	28,656,000	23,825,000	-2,862,884	1,659,116	6,490,116	-8.6%	5.8%	27.2%
Downtown Expressway	14,236,125	18,158,000	15,002,000	11,917,000	-3,921,875	-765,875	2,319,125	-21.6%	-5.1%	19.5%
Boulevard Bridge	2,893,121	3,570,000	3,118,000	2,579,000	-676,879	-224,879	314,121	-19.0%	-7.2%	12.2%
RMTA Total	47,444,362	54,906,000	46,776,000	38,321,000	-7,461,638	668,362	9,123,362	-13.6%	1.4%	23.8%
Toll Revenue										
Powhite Parkway	\$19,593,057	\$22,059,000	\$18,488,000	\$14,465,000	-\$2,465,943	\$1,105,057	\$5,128,057	-11.2%	6.0%	35.5%
Downtown Expressway	\$8,456,042	\$11,352,000	\$9,279,000	\$7,194,000	-\$2,895,958	-\$822,958	\$1,262,042	-25.5%	-8.9%	17.5%
Boulevard Bridge	\$953,502	\$1,205,000	\$1,035,000	\$831,000	-\$251,498	-\$81,498	\$122,502	-20.9%	-7.9%	14.7%
RMTA Total	\$29,002,601	\$34,616,000	\$28,802,000	\$22,490,000	-\$5,613,399	\$200,601	\$6,512,601	-16.2%	0.7%	29.0%

Figure 1-1: Year over Year Employment Growth, in Absolute and Percent Terms (left) and Monthly RMTA Transactions in FY20 and FY21 (right)



1.0 INTRODUCTION

Stantec, as the traffic and revenue consultant for the Richmond Metropolitan Transportation Authority (RMTA), provides an annual traffic and toll revenue report at the conclusion of each fiscal year. The purpose of the report is the following:

1. Provide a definite dataset of the traffic and toll revenue achieved in the fiscal year for reference;
2. Review the performance of the traffic and toll revenue forecast;
3. Identify long standing and emerging trends in traffic and toll revenue on the RMTA system;
4. Review external economic factors that affect traffic and toll revenue on the RMTA system; and
5. Present the current fiscal year's forecast in reference to the previous year's final result.

To efficiently realize the stated purposes above and provide the RMTA an accessible review of the data, a series of tables and charts were developed with explanatory bullet points to provide deeper insight of trends as necessary.

The table of contents, which precedes the Executive Summary, provides an outline of the presentation of the data.

2.0 RMTA EXPRESSWAY SYSTEM OVERVIEW

The Richmond Metropolitan Authority (RMA) was created by an act of the Virginia General Assembly in 1966, as an independent authority and political subdivision. The RMA was originally formed to build and maintain a toll expressway system in the City of Richmond and the surrounding areas. Over the years, the role of the RMA expanded to include parking decks, The Diamond, a baseball stadium home to both the Virginia Commonwealth University Rams and the San Francisco Giants AA farm team (Richmond Flying Squirrels) of the Eastern League and operation of the Main Street Station, a completely restored Amtrak train station in Downtown Richmond, as well as the power to construct, own, and operate coliseums and arenas. However, the RMA Expressway System was always a separate financial entity; therefore, there is no co-mingling of funds to subsidize non-Expressway projects. This allowed for the transfer of some of the non-Expressway system assets to the City of Richmond in 2013 and 2014, including the parking decks and The Diamond. On July 1, 2014, the Virginia General Assembly changed the Authority's name to the Richmond Metropolitan Transportation Authority (RMTA) to align the name with the current focus on transportation and mobility aspects of the region. This legislation also equalized representation on the Authority's Board of Directors, which consists of five appointees of the City of Richmond and Counties of Chesterfield and Henrico, and one appointee of the Commonwealth Transportation Board.



FY 2021 ANNUAL TRAFFIC AND TOLL REVENUE REPORT

The current RMTA Expressway System consists of three facilities: the Powhite Parkway, the Downtown Expressway, and the Boulevard Bridge. The location of the RMTA Expressway System is shown in Figure 2-1. A further description of the facilities on the RMTA Expressway System follows.

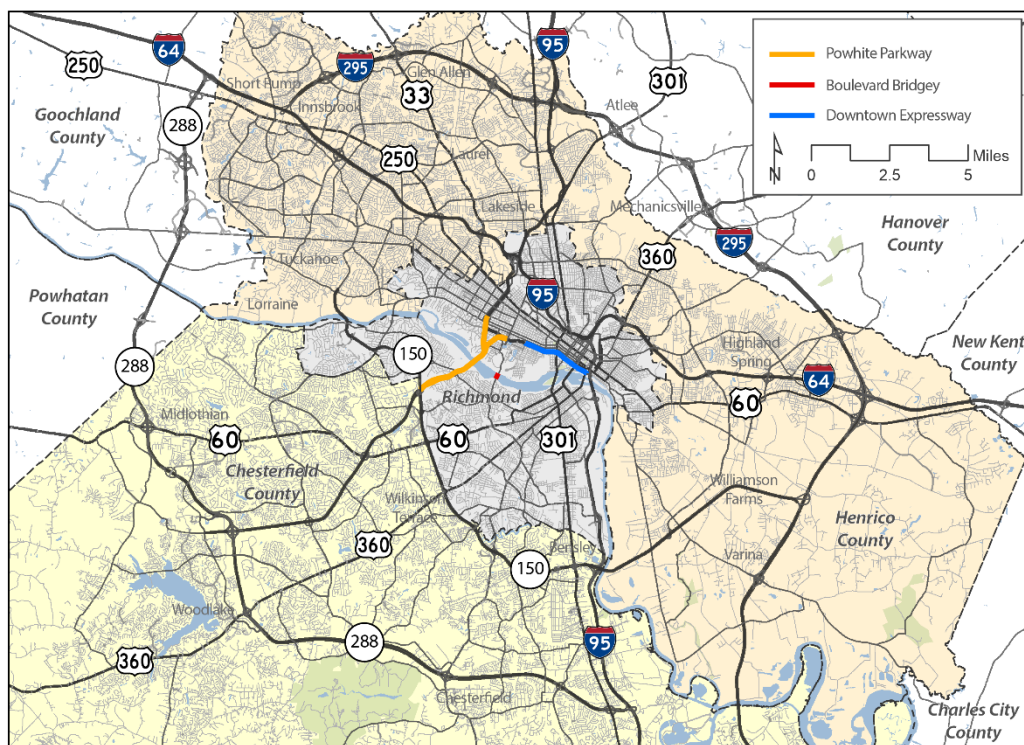
The **Powhite Parkway** was opened to traffic on January 24, 1973. The limited access expressway extends 3.4 miles from Chippenham Parkway to the Cary Street ramps. The major function of the Powhite Parkway is to be a crossing of the James River. There are currently three toll plazas on the Powhite Parkway, including the mainline plaza near the southern terminus, the Forest Hill Avenue ramp plaza and the Douglasdale Road ramp plaza that serve traffic to and from the north.

The **Downtown Expressway** opened to traffic in 1976, and was fully completed in 1977 with the connections to southbound I-95. The Downtown Expressway extends 2.5 miles from the Meadow Street Ramp in the west to I-95 in the east. The continuation of the Downtown Expressway to the west of Meadow Street is maintained by VDOT and offers a connection to I-195 to the north and the Powhite Parkway to the south. The Downtown Expressway has three toll plazas including the mainline plaza and two ramp plazas at 2nd and 11th streets.

The **Boulevard Bridge** was the first acquisition for the RMTA, having been purchased in November 1969. The steel truss bridge was built in 1925 to improve connectivity from the Westover Hills neighborhood south of the river to areas north of the river. With the opening of the Powhite Parkway, the Boulevard Bridge essentially serves the same role, as a neighborhood bridge for those with origins and/or destinations in close proximity to the bridge itself.



Figure 2-1: RMTA Expressway System



To build and maintain the RMTA Expressway System, the RMTA historically has issued toll revenue bonds that are backed by the future earnings potential of the Expressway System through collection of toll revenue. The current toll schedule is shown in Table 3-1.

Table 3-1: RMTA Expressway Current Toll Schedule

Facility	Vehicle Class			
	2 Axle	3 Axle	4 Axle	5+ Axle
Powwhite Parkway				
Mainline Plaza	\$0.70	\$0.80	\$0.90	\$1.00
Forest Hill Avenue	\$0.70	\$0.80	\$0.90	\$1.00
Douglasdale Road	\$0.20	\$0.40	\$0.40	\$0.40
Downtown Expressway				
Mainline Plaza	\$0.70	\$0.80	\$0.90	\$1.00
Second Street	\$0.35	\$0.70	\$0.70	\$0.70
Eleventh Street	\$0.30	\$0.60	\$0.60	\$0.60
Boulevard Bridge				
	\$0.35	\$0.70	N/A	N/A



FY 2021 ANNUAL TRAFFIC AND TOLL REVENUE REPORT

The current RMTA Expressway toll schedule went into effect September 8, 2008. The previous toll schedule, which was in place for approximately 10 years, charged a \$0.50 toll for passenger cars (2-axle) at the mainline plazas of the Powhite Parkway and the Downtown Expressway and \$0.25 for the Boulevard Bridge. A previously planned toll increase in 2018 was removed from the current plan based on traffic growth through FY17.

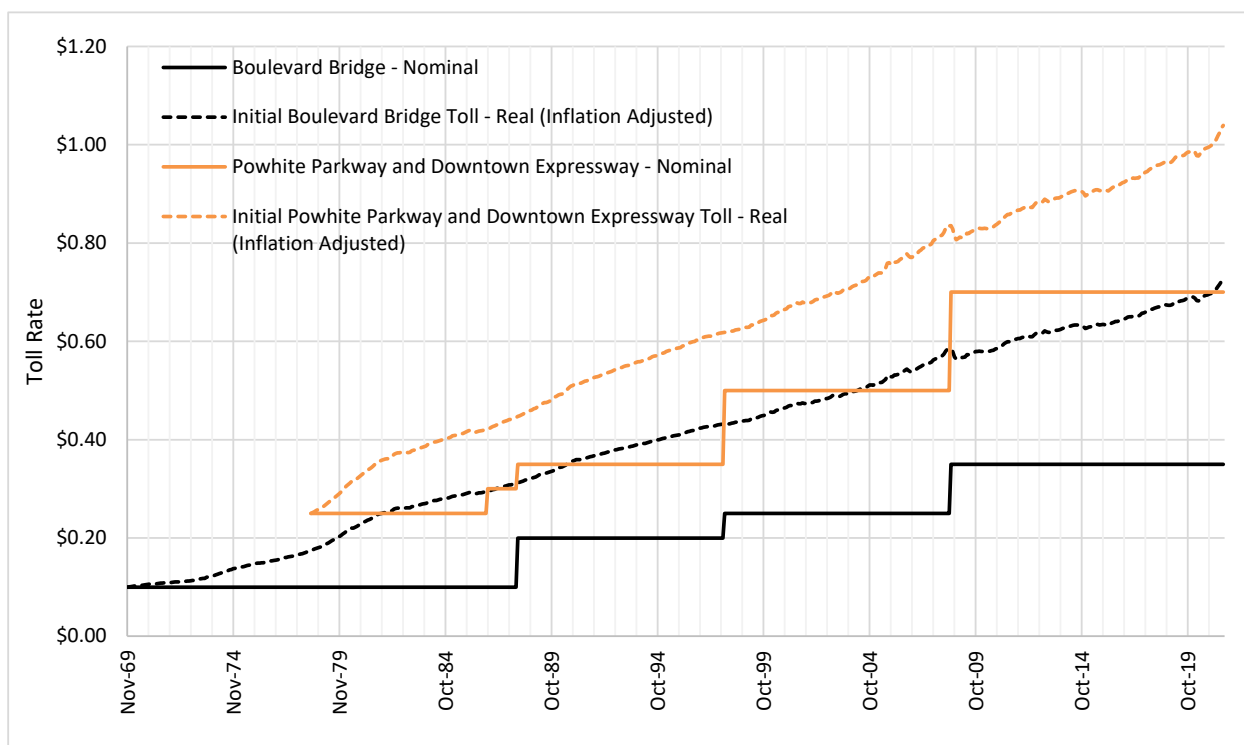
The toll rates for vehicles with more than two axles are also shown. Both mainline plazas and the Forest Hills ramp plaza share the characteristic of rising toll rates directly related to the number of axles the vehicle has, with a ten cent per axle surcharge above the two-axle rate. For the smaller ramp plazas of Douglasdale Road, Second Street and Eleventh Street, vehicles with more than two axles pay standard rates specific to each plaza. Vehicles with more than three axles are not allowed to access the Boulevard Bridge; therefore, no toll schedule is available for these vehicle classes.

The RMTA has increased tolls throughout the history of the Authority to fund operations, maintenance, and capital needs of their facilities while continuing to meet the demands of the growing traffic base in Richmond. The first toll increase was on July 20, 1978, which raised the two-axle toll at the Powhite Parkway Mainline from \$0.20 to \$0.25 and at the Downtown Expressway Mainline from \$0.15 to \$0.25. Over eight years later, the next toll increase occurred on November 1, 1986, raising mainline tolls from \$0.25 to \$0.30. A further adjustment was made on April 2, 1988, raising the two-axle toll from \$0.30 to \$0.35 at the mainline plazas, while the Boulevard Bridge saw its first toll increase from \$0.10 to \$0.20 for the same class of vehicle. Almost ten years later on January 5, 1998, the two-axle rate at the mainline plazas increased from \$0.35 to \$0.50 and the Boulevard Bridge from \$0.20 to \$0.25. On July 1, 1999, the RMTA System offered toll payment through the E-ZPass program (SmartTag at the time of implementation) which allowed motorists to pay tolls electronically. The electronic payment of tolls was \$0.45 at the mainline plazas, offering a 10 percent discount to cash payment for two-axle vehicles. All other vehicle classes paid the same rate regardless of payment option. Again, the toll increase effective September 8, 2008 was the most recent adjustment providing the toll schedule shown in Table 3-1, removing the difference between cash and electronic payments.

It is common for toll authorities to increase tolls to keep pace with inflation to cover operating expenses, roadway and toll plaza maintenance and other such expenses that increase over time. Figure 3-1 provides a look at the inflation-adjusted toll rates based upon the opening toll rates for the respective facilities. The inflation rate was derived from the growth in the Consumer Price Index for the region over the same time period. As shown in the Figure, inflation-adjusted toll rates are much higher than the current mainline toll rates at both the Powhite Parkway and Downtown Expressway and the bridge toll at the Boulevard Bridge. Note that in July 1978 the mainline toll for the Powhite Parkway and Downtown Expressway were increased to the same level and since have shared the same toll rate and this is the basis for the analysis. Had they been adjusted for inflation, the opening year toll rate (1978 toll rate) would be approximately 48 percent more (\$1.04) than the current rate for the Powhite Parkway and Downtown Expressway and 106 percent more (\$0.72) for the Boulevard Bridge in June 2021. This means that in real terms, the tolls are much lower than they were in the past and in each successive year continue to retreat in value.



Figure 3-1: RMTA Historical Toll Rates Since Opening Years



4.0 COVID-19 IMPACT

The COVID-19 pandemic has had a significant impact on the RMTA System traffic and revenue. Virginia's governor, Ralph Northam, declared a State of Emergency on March 12, 2020 and closed schools on the following day due to the pandemic. On March 30, 2020, he enacted a Stay at Home Order. The easing of pandemic-related restrictions began with Phase One on May 15, 2020, which allowed non-essential retail, outdoor dining, and drive-in services at places of worship to open at 50% capacity². Virginia continued to ease restrictions throughout most of the remainder of 2020, however on December 10, 2020, with COVID-19 cases rising in Virginia, Governor Northam enacted a Stay at Home Order between midnight and 5 AM and limited social gatherings to ten people³. On January 17, 2021, Virginia recorded its highest daily number of new COVID-19 cases at 9,914. Cases declined rapidly after this point, due in part to the introduction of vaccines. On May 13, 2021, the Centers for Disease Control and Prevention stated that fully



² Further description of Phase One is provided here:

<https://www.governor.virginia.gov/media/governorvirginiagov/governor-of-virginia/pdf/Slide-deck-5.8.2020-Forward-Virginia-Phase-One.pdf>

³ <https://www.governor.virginia.gov/newsroom/all-releases/2020/december/headline-886185-en.html>

FY 2021 ANNUAL TRAFFIC AND TOLL REVENUE REPORT

vaccinated people no longer needed to wear masks inside or outside or socially distance. Virginia lifted its indoor mask mandate on the following day.

Figure 4-1 through Figure 4-4 show the daily transactions for the RMTA System and each facility during the pandemic (from February 23, 2020 to June 30, 2021) compared to transactions prior to the pandemic (March 2019 to February 2020). The figures also show the percent difference between the two sets of data as well important dates during the pandemic. Since the beginning of FY21, the seven-day period with the lowest percent difference (-48.6%) in transactions from prior to the pandemic was February 12-18. This was partially due to a significant rainstorm and closures on the Boulevard Bridge in 2021. During this period, the Downtown Expressway recorded a daily average of 27,860 transactions, about 54 percent lower than average daily transactions for February 14-20, 2020. The Powhite Parkway recorded a daily average of 60,813 transactions for February 12-18, 2021, about 42 percent lower than average daily transactions for February 14-20, 2020. The Boulevard Bridge recorded a daily average of 2,569 transactions for February 12-18, 2021, about 76 percent lower than average daily transactions for February 14-20, 2020.

Since February, the RMTA facilities have seen overall increases in traffic. By the end of June, the seven-day average number of transactions on the Downtown Expressway was 48,014, about 72 percent higher than transactions between February 12-18, 2021, and about 23 percent less traffic than June 27-July 3, 2019. The seven-day average number of transactions on the Powhite Parkway was 95,061 for June 24-30, about 56 percent higher than daily transactions received for February 12-18, 2021, and about 10 percent less traffic than on June 27-July 3, 2019. On the Boulevard Bridge, the seven-day average number of transactions ending on June 30 was 9,176, about 2.5 times higher than the average daily transactions received for February 12-18, 2021, and about 22 percent less traffic than on June 27-July 3, 2019. For the entire system, the seven-day average number of transactions ending on June 30 was 152,251, about 67 percent higher than the average daily transactions received for February 12-18, 2021, and about 15 percent less traffic than on June 27-July 3, 2019.



Figure 4-1: RMTA System Transactions, March 1, 2020 through June 30, 2021, compared to Pre-COVID-19 Transactions (March 2019-February 2020)

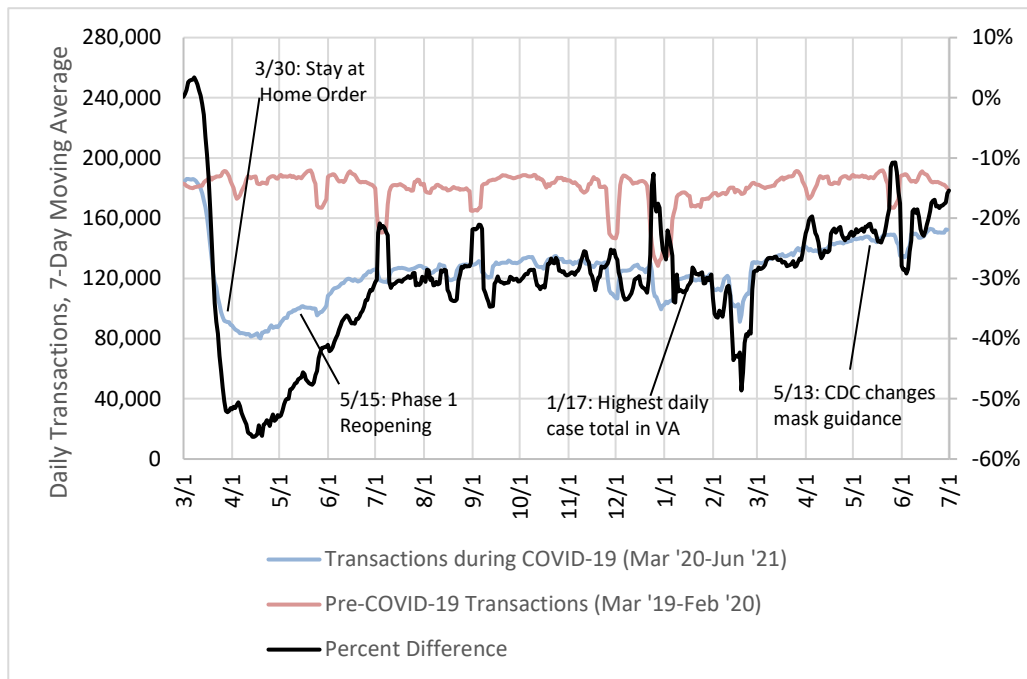


Figure 4-2: Powhite Parkway Transactions, March 1, 2020 through June 30, 2021, compared to Pre-COVID-19 Transactions (March 2019-February 2020)

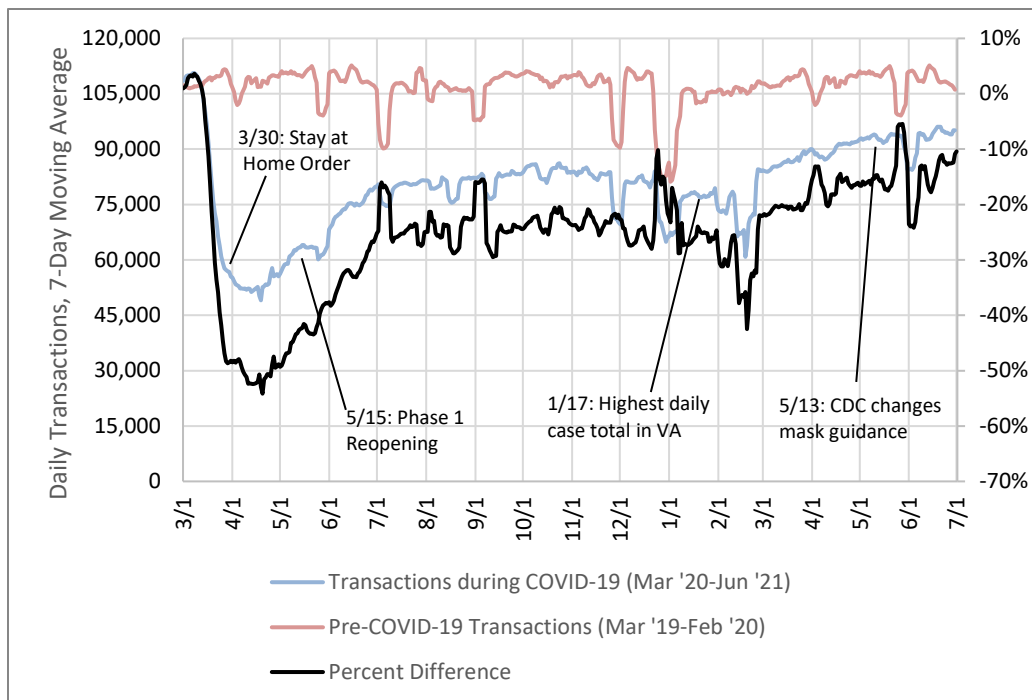


Figure 4-3: Downtown Expressway Transactions, March 1, 2020 through June 30, 2021, compared to Pre-COVID-19 Transactions (March 2019-February 2020)

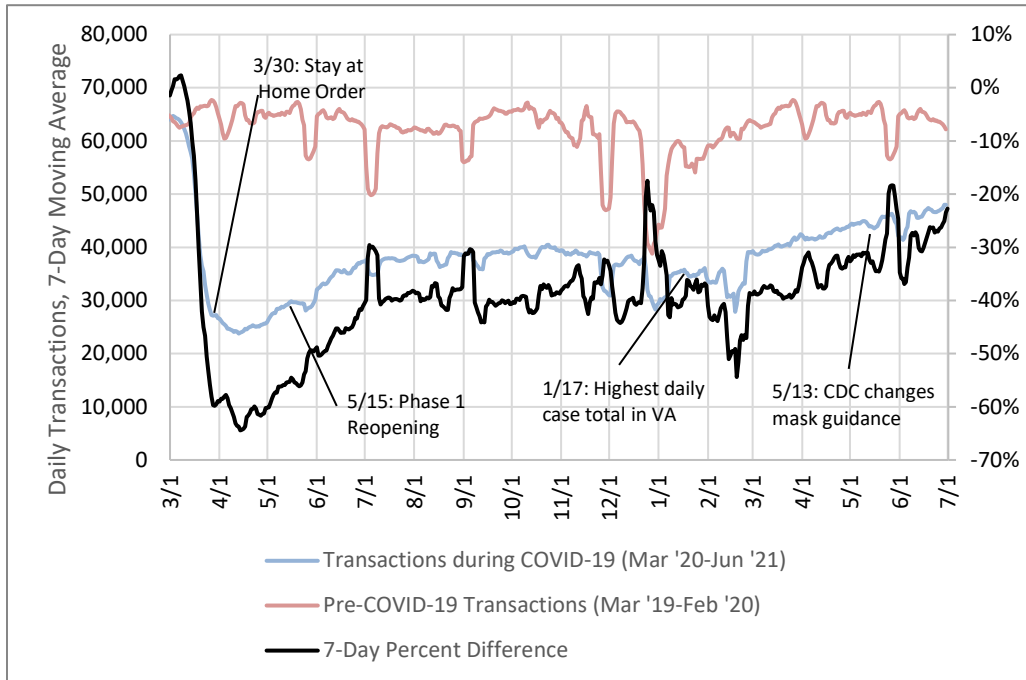
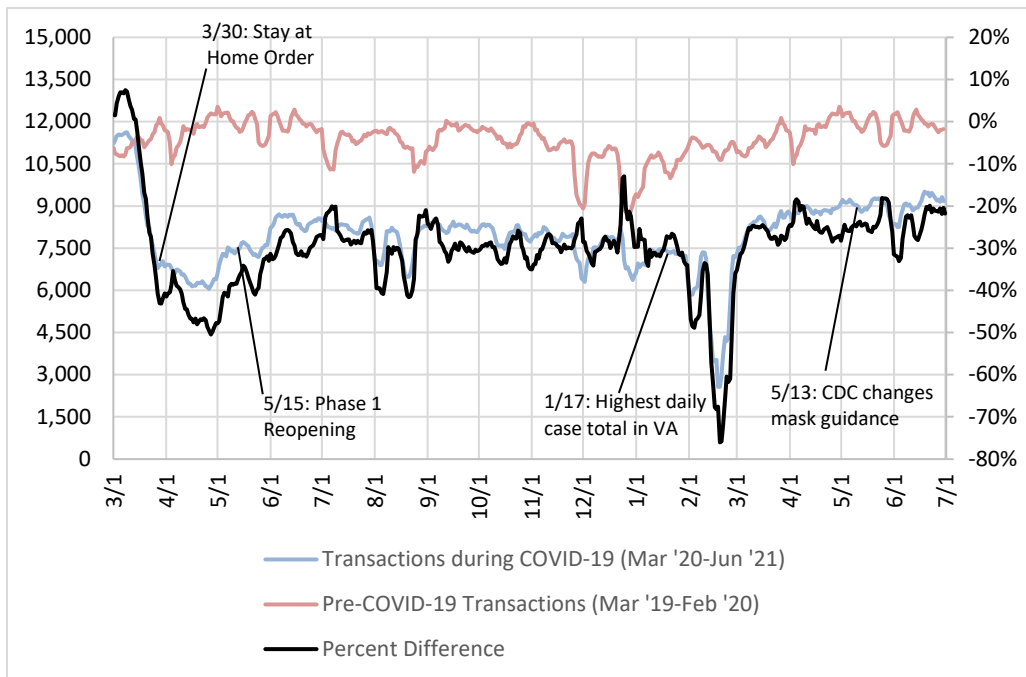


Figure 4-4: Boulevard Bridge Transactions, March 1, 2020 through June 30, 2021, compared to Pre-COVID-19 Transactions (March 2019-February 2020)



5.0 FY20 TO FY21 CHANGE

- Overall traffic and revenue decreased from FY20 to FY21 by 16.1 and 18.9 percent, respectively.
 - The Downtown Expressway transactions decreased the most in percent terms at 24.4 percent and toll revenue decrease by 28.2 percent.
 - The Powhite Parkway transactions decreased by 11 percent and toll revenue decreased by 13.7 percent.
 - The Boulevard Bridge transactions decreased by 21 percent and toll revenue decreased by 25.8 percent.
- The average toll on each facility has been relatively stable except for the Boulevard Bridge in July and August, when average tolls were 18 percent lower than normal and 25 percent higher than normal, respectively. Figure 5-2 shows the average toll rate by month for each facility and the entire RMTA system for FY 2021.
- Monthly data follows:
 - Between July and February, traffic and revenue were significantly lower in FY21 than FY20 due to the COVID-19 pandemic.
 - Between April and June, traffic and revenue were significantly higher in FY21 than FY20. The pandemic had a stronger, negative impact in 2020 during these months, while in 2021, social distancing restrictions were being eased during these months.

Table 5-1 and Figure 5-1 show the annual change in traffic, revenue, and average toll from FY20 to FY21 for each RMTA facility and the system as a whole. Table 5-2 shows the change in traffic and revenue from FY20 to FY21 for each month on the RMTA System and specifically on the Powhite Parkway. Table 5-3 shows the change in traffic and revenue from FY20 to FY21 for each month on the Downtown Expressway and the Boulevard Bridge. Figure 5-2 shows the average toll rates for all months of FY21 for each facility and the system as a whole.



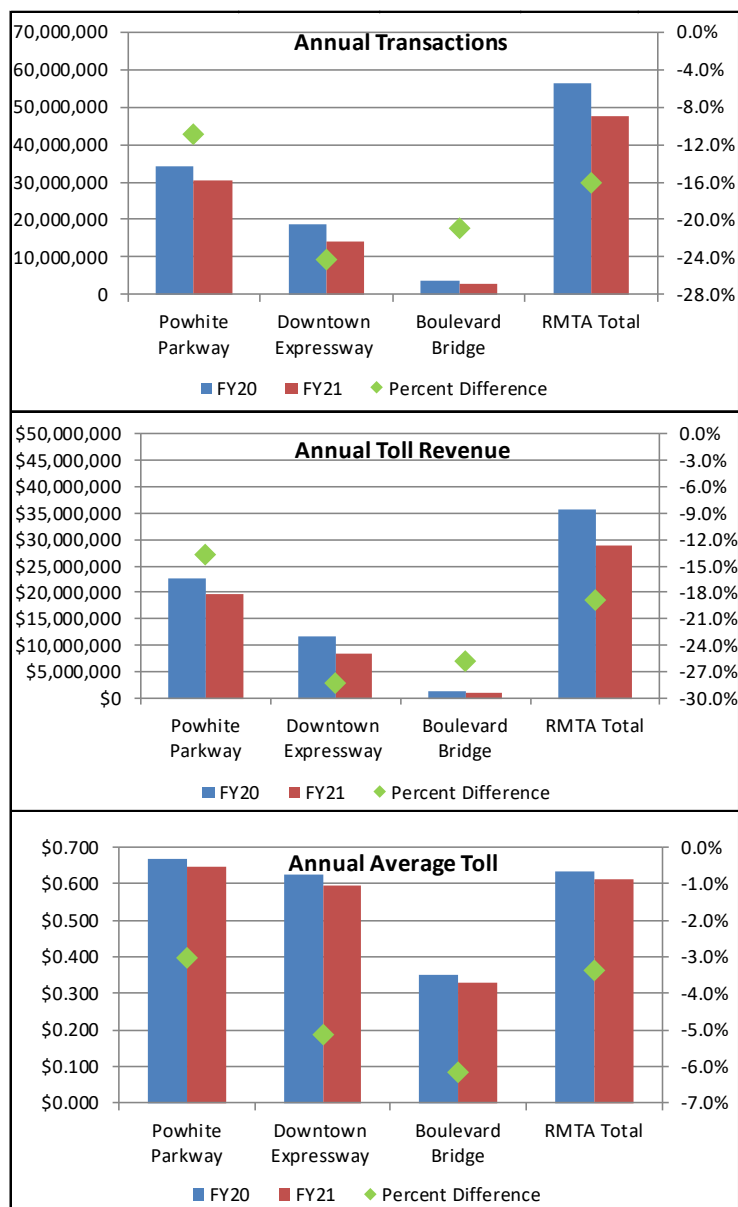
FY 2021 ANNUAL TRAFFIC AND TOLL REVENUE REPORT

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FY20 to FY21				
Facility	FY20	FY21	Difference	
			Absolute	Percent
Transactions				
Powhite Parkway	34,058,087	30,315,116	-3,742,971	-11.0%
Downtown Expressway	18,820,764	14,236,125	-4,584,639	-24.4%
Boulevard Bridge	3,660,223	2,893,121	-767,102	-21.0%
RMTA Total	56,539,074	47,444,362	-9,094,712	-16.1%
Toll Revenue				
Powhite Parkway	\$22,700,737	\$19,593,057	-\$3,107,680	-13.7%
Downtown Expressway	\$11,783,154	\$8,456,042	-\$3,327,112	-28.2%
Boulevard Bridge	\$1,285,439	\$953,502	-\$331,937	-25.8%
RMTA Total	\$35,769,330	\$29,002,601	-\$6,766,729	-18.9%
Average Toll				
Powhite Parkway	\$0.667	\$0.646	-\$0.0202	-3.0%
Downtown Expressway	\$0.626	\$0.594	-\$0.0321	-5.1%
Boulevard Bridge	\$0.351	\$0.330	-\$0.0216	-6.2%
RMTA Total	\$0.633	\$0.611	-\$0.0214	-3.4%



Figure 5-1: RMTA Change in Traffic, Revenue and Average Toll, FY20 to FY21



FY 2021 ANNUAL TRAFFIC AND TOLL REVENUE REPORT

Table 5-2: Change in Monthly Traffic and Revenue on the RMTA System and Powhite Parkway, FY20 to FY21

RMTA Total					
Month	FY20	FY21	Difference		
			Absolute	Percent	
Transactions					
Jul	5,491,252	3,914,188	-1,577,064	-28.7%	
Aug	5,558,016	3,835,798	-1,722,218	-31.0%	
Sep	5,398,620	3,878,919	-1,519,701	-28.1%	
Oct	5,834,594	4,099,734	-1,734,860	-29.7%	
Nov	5,213,349	3,705,849	-1,507,500	-28.9%	
Dec	5,229,471	3,772,777	-1,456,694	-27.9%	
Jan	5,232,713	3,563,483	-1,669,230	-31.9%	
Feb	5,144,438	3,190,136	-1,954,302	-38.0%	
Mar	4,213,316	4,242,513	29,197	0.7%	
Apr	2,556,907	4,291,817	1,734,910	67.9%	
May	3,061,462	4,411,822	1,350,360	44.1%	
Jun	3,604,936	4,537,326	932,390	25.9%	
Total	56,539,074	47,444,362	-9,094,712	-16.1%	
Toll Revenue					
Jul	\$3,496,951	\$2,395,548	-\$1,101,403	-31.5%	
Aug	\$3,579,539	\$2,319,275	-\$1,260,264	-35.2%	
Sep	\$3,463,098	\$2,415,384	-\$1,047,714	-30.3%	
Oct	\$3,736,083	\$2,528,890	-\$1,207,193	-32.3%	
Nov	\$3,334,474	\$2,271,444	-\$1,063,030	-31.9%	
Dec	\$3,351,348	\$2,288,644	-\$1,062,704	-31.7%	
Jan	\$3,375,435	\$2,203,614	-\$1,171,821	-34.7%	
Feb	\$3,268,125	\$1,962,041	-\$1,306,084	-40.0%	
Mar	\$2,657,278	\$2,566,984	-\$90,294	-3.4%	
Apr	\$1,453,557	\$2,632,091	\$1,178,534	81.1%	
May	\$1,688,207	\$2,653,679	\$965,472	57.2%	
Jun	\$2,365,235	\$2,765,007	\$399,772	16.9%	
Total	\$35,769,330	\$29,002,601	-\$6,766,729	-18.9%	
Powhite Parkway					
Month	FY20	FY21	Difference		
			Absolute	Percent	
Transactions					
Jul	3,266,417	2,491,371	-775,046	-23.7%	
Aug	3,281,132	2,444,764	-836,368	-25.5%	
Sep	3,181,545	2,470,225	-711,320	-22.4%	
Oct	3,422,697	2,621,890	-800,807	-23.4%	
Nov	3,140,588	2,382,185	-758,403	-24.1%	
Dec	3,161,559	2,435,351	-726,208	-23.0%	
Jan	3,163,748	2,301,431	-862,317	-27.3%	
Feb	3,061,525	2,081,814	-979,711	-32.0%	
Mar	2,555,371	2,717,074	161,703	6.3%	
Apr	1,612,151	2,730,926	1,118,775	69.4%	
May	1,927,428	2,789,054	861,626	44.7%	
Jun	2,283,926	2,849,031	565,105	24.7%	
Total	34,058,087	30,315,116	-3,742,971	-11.0%	
Toll Revenue					
Jul	\$2,186,483	\$1,630,162	-\$556,321	-25.4%	
Aug	\$2,223,778	\$1,533,386	-\$690,392	-31.0%	
Sep	\$2,153,078	\$1,635,532	-\$517,546	-24.0%	
Oct	\$2,306,308	\$1,705,074	-\$601,234	-26.1%	
Nov	\$2,114,237	\$1,545,102	-\$569,135	-26.9%	
Dec	\$2,128,348	\$1,553,491	-\$574,857	-27.0%	
Jan	\$2,153,986	\$1,512,009	-\$641,977	-29.8%	
Feb	\$2,008,212	\$1,352,112	-\$656,100	-32.7%	
Mar	\$1,783,140	\$1,740,349	-\$42,791	-2.4%	
Apr	\$957,617	\$1,769,804	\$812,187	84.8%	
May	\$1,097,244	\$1,777,370	\$680,126	62.0%	
Jun	\$1,588,306	\$1,838,666	\$250,360	15.8%	
Total	\$22,700,737	\$19,593,057	-\$3,107,680	-13.7%	



FY 2021 ANNUAL TRAFFIC AND TOLL REVENUE REPORT

Table 5-3: Change in Monthly Traffic and Revenue on the Downtown Expressway and Boulevard Bridge, FY20 to FY21

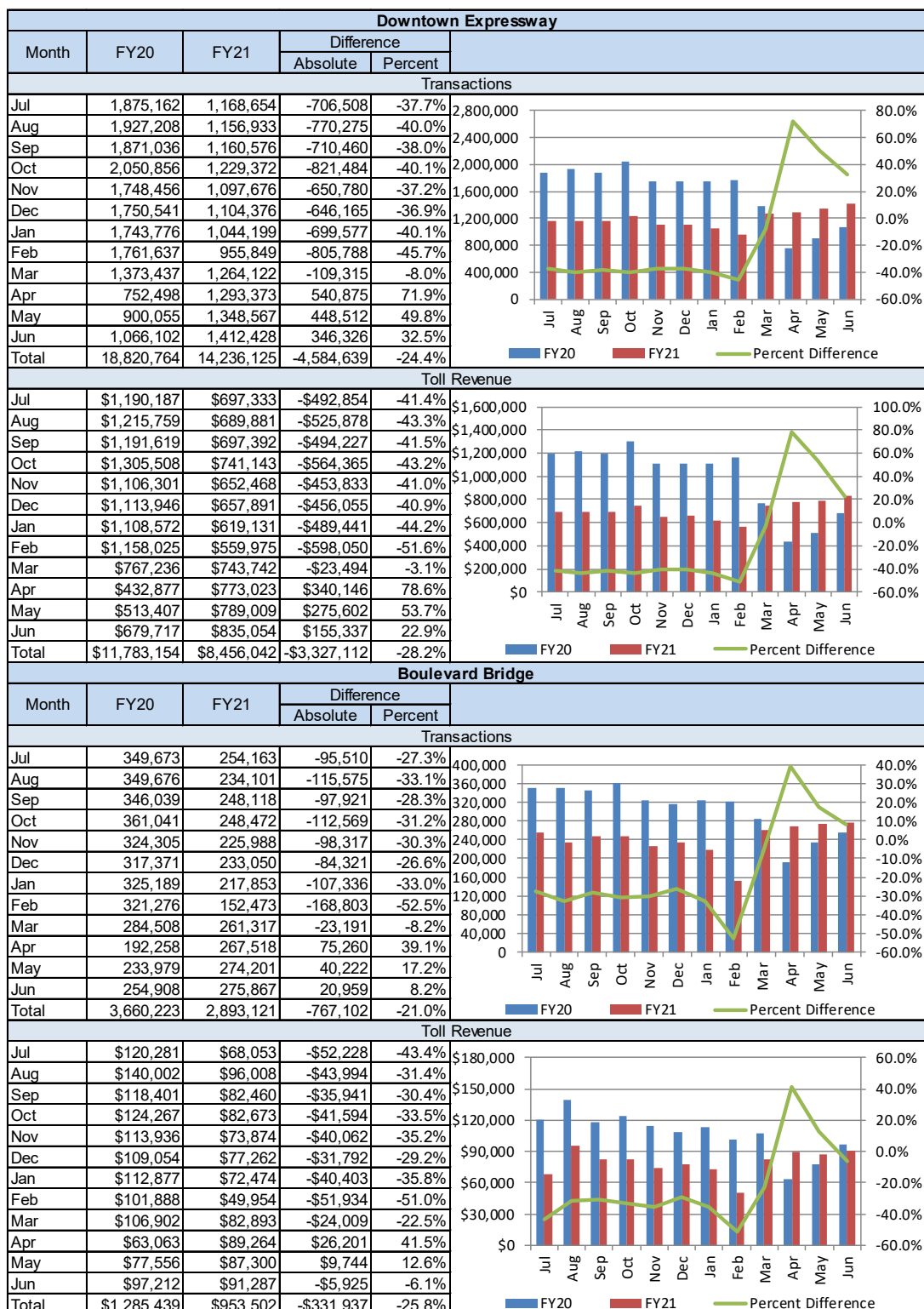
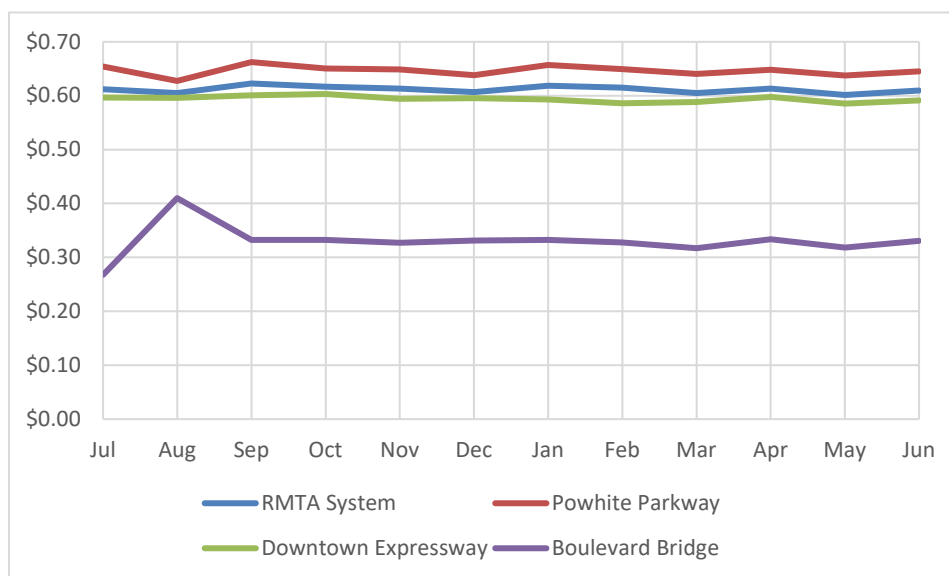


Figure 5-2: Average Toll Rates on RMTA Facilities in FY21



6.0 FY21 ACTUAL VS. FORECAST

The total FY21 traffic and revenue for the RMTA system most closely resembled the “Mid-Duration” forecast⁴, with the actual total traffic and revenue being higher than this forecast by 1.4 percent and 0.7 percent, respectively. Table 6-1 and Figure 6-1 compare the FY21 actual annual traffic, revenue, average toll for the RMTA system and its facilities to the FY21 forecasts. Table 6-2, Table 6-3, Table 6-4, and Table 6-5 compare the FY21 actual monthly traffic and revenue to the FY21 forecasts for the RMTA system, Powwhite Parkway, Downtown Expressway, and Boulevard Bridge, respectively.



⁴ For FY21, Stantec provided the RMTA with three traffic and revenue forecasts with varied durations of the COVID-19 pandemic and its impact on the RMTA system.

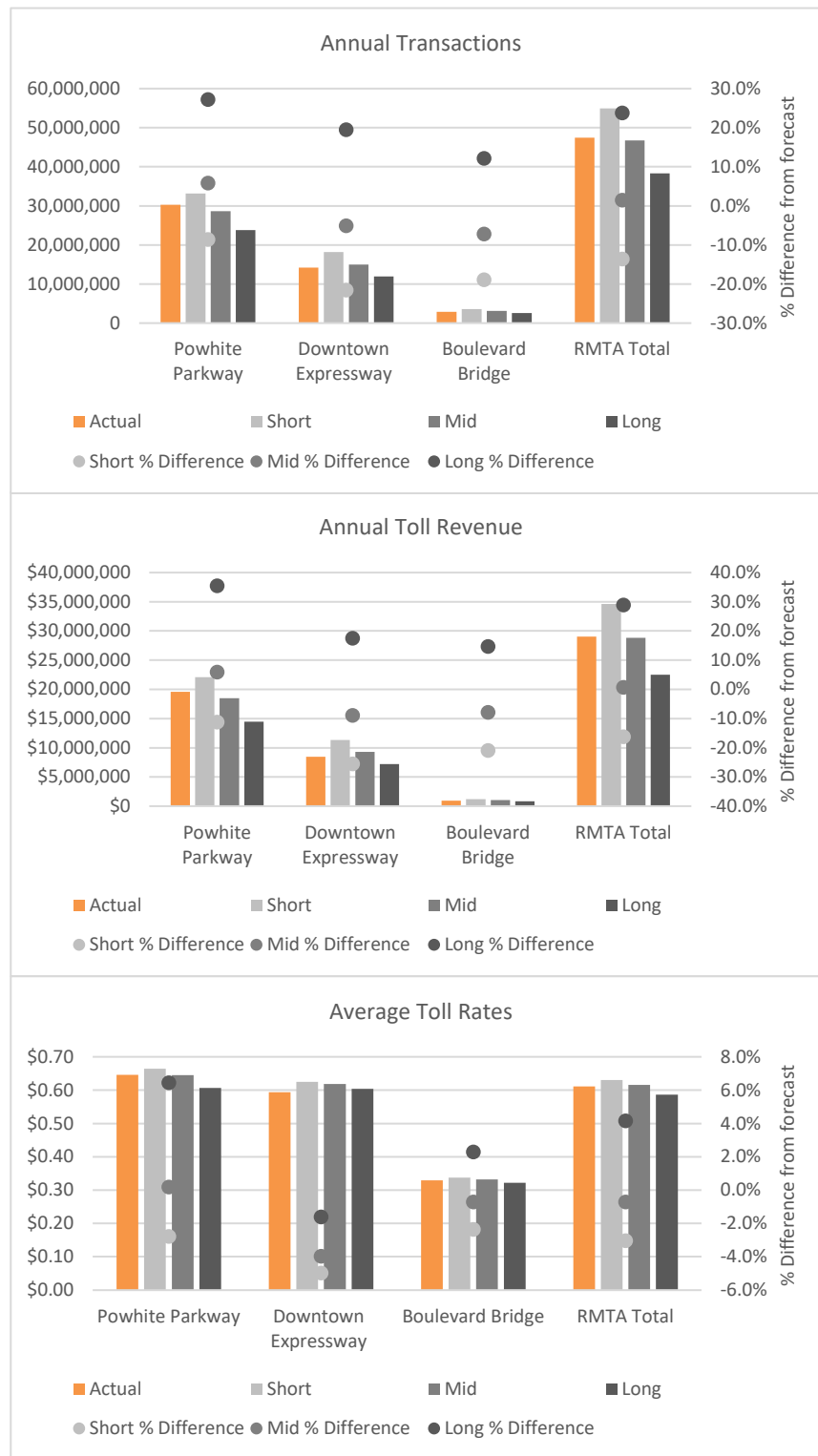
FY 2021 ANNUAL TRAFFIC AND TOLL REVENUE REPORT

Table 6-1: RMTA Traffic, Revenue and Average Toll, FY21 Actual vs. Forecast

FY21 - Actual versus Forecast										
Facility	Actual	FY21 Forecasts by Duration			Difference from Forecasts			% Difference from Forecasts		
		Short	Mid	Long	Short	Mid	Long	Short	Mid	Long
Transactions										
Powhite Parkway	30,315,116	33,178,000	28,656,000	23,825,000	-2,862,884	1,659,116	6,490,116	-8.6%	5.8%	27.2%
Downtown Expressway	14,236,125	18,158,000	15,002,000	11,917,000	-3,921,875	-765,875	2,319,125	-21.6%	-5.1%	19.5%
Boulevard Bridge	2,893,121	3,570,000	3,118,000	2,579,000	-676,879	-224,879	314,121	-19.0%	-7.2%	12.2%
RMTA Total	47,444,362	54,906,000	46,776,000	38,321,000	-7,461,638	668,362	9,123,362	-13.6%	1.4%	23.8%
Toll Revenue										
Powhite Parkway	\$19,593,057	\$22,059,000	\$18,488,000	\$14,465,000	-\$2,465,943	\$1,105,057	\$5,128,057	-11.2%	6.0%	35.5%
Downtown Expressway	\$8,456,042	\$11,352,000	\$9,279,000	\$7,194,000	-\$2,895,958	-\$822,958	\$1,262,042	-25.5%	-8.9%	17.5%
Boulevard Bridge	\$953,502	\$1,205,000	\$1,035,000	\$831,000	-\$251,498	-\$81,498	\$122,502	-20.9%	-7.9%	14.7%
RMTA Total	\$29,002,601	\$34,616,000	\$28,802,000	\$22,490,000	-\$5,613,399	\$200,601	\$6,512,601	-16.2%	0.7%	29.0%
Average Toll										
Powhite Parkway	\$0.646	\$0.665	\$0.645	\$0.607	-\$0.019	\$0.001	\$0.039	-2.8%	0.2%	6.5%
Downtown Expressway	\$0.594	\$0.625	\$0.619	\$0.604	-\$0.031	-\$0.025	-\$0.010	-5.0%	-4.0%	-1.6%
Boulevard Bridge	\$0.330	\$0.338	\$0.332	\$0.322	-\$0.008	-\$0.002	\$0.007	-2.4%	-0.7%	2.3%
RMTA Total	\$0.611	\$0.630	\$0.616	\$0.587	-\$0.019	-\$0.004	\$0.024	-3.0%	-0.7%	4.2%



Figure 6-1: RMTA Traffic, Revenue and Average Toll, FY21 Actual vs. Forecast



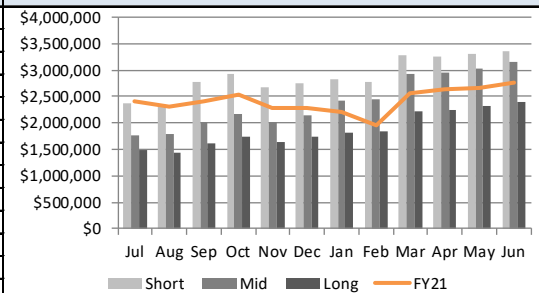
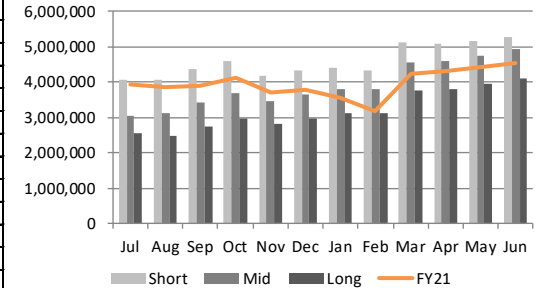
FY 2021 ANNUAL TRAFFIC AND TOLL REVENUE REPORT

Table 6-2: RMTA System Traffic and Revenue, FY21 Actual vs. Forecast

RMTA Total										
Month	FY21	FY21 Forecasts by Duration			Difference from Forecasts			% Difference from Forecasts		
		Short	Mid	Long	Short	Mid	Long	Short	Mid	Long
Transactions										
Jul	3,914,188	4,058,000	3,030,000	2,545,000	143,812	-884,188	-1,369,188	3.7%	-22.6%	-35.0%
Aug	3,835,798	4,067,000	3,123,000	2,491,000	231,202	-712,798	-1,344,798	6.0%	-18.6%	-35.1%
Sep	3,878,919	4,354,000	3,430,000	2,750,000	475,081	-448,919	-1,128,919	12.2%	-11.6%	-29.1%
Oct	4,099,734	4,576,000	3,692,000	2,977,000	476,266	-407,734	-1,122,734	11.6%	-9.9%	-27.4%
Nov	3,705,849	4,179,000	3,451,000	2,799,000	473,151	-254,849	-906,849	12.8%	-6.9%	-24.5%
Dec	3,772,777	4,306,000	3,632,000	2,959,000	533,223	-140,777	-813,777	14.1%	-3.7%	-21.6%
Jan	3,563,483	4,412,000	3,794,000	3,104,000	848,517	230,517	-459,483	23.8%	6.5%	-12.9%
Feb	3,190,136	4,338,000	3,799,000	3,118,000	1,147,864	608,864	-72,136	36.0%	19.1%	-2.3%
Mar	4,242,513	5,117,000	4,560,000	3,756,000	874,487	317,487	-486,513	20.6%	7.5%	-11.5%
Apr	4,291,817	5,064,000	4,588,000	3,791,000	772,183	296,183	-500,817	18.0%	6.9%	-11.7%
May	4,411,822	5,161,000	4,750,000	3,936,000	749,178	338,178	-475,822	17.0%	7.7%	-10.8%
Jun	4,537,326	5,274,000	4,927,000	4,095,000	736,674	389,674	-442,326	16.2%	8.6%	-9.7%
Total	47,444,362	54,906,000	46,776,000	38,321,000	7,461,638	-668,362	-9,123,362	15.7%	-1.4%	-19.2%
Toll Revenue										
Jul	\$2,395,548	\$2,369,000	\$1,766,000	\$1,482,000	-\$26,548	-\$629,548	-\$913,548	-1.1%	-26.3%	-38.1%
Aug	\$2,319,275	\$2,331,000	\$1,786,000	\$1,425,000	\$11,725	-\$533,275	-\$894,275	0.5%	-23.0%	-38.6%
Sep	\$2,415,384	\$2,786,000	\$2,017,000	\$1,616,000	\$370,616	-\$398,384	-\$799,384	15.3%	-16.5%	-33.1%
Oct	\$2,528,890	\$2,915,000	\$2,164,000	\$1,743,000	\$386,110	-\$364,890	-\$785,890	15.3%	-14.4%	-31.1%
Nov	\$2,271,444	\$2,671,000	\$2,027,000	\$1,643,000	\$399,556	-\$244,444	-\$628,444	17.6%	-10.8%	-27.7%
Dec	\$2,288,644	\$2,756,000	\$2,137,000	\$1,741,000	\$467,356	-\$151,644	-\$547,644	20.4%	-6.6%	-23.9%
Jan	\$2,203,614	\$2,815,000	\$2,422,000	\$1,822,000	\$611,386	\$218,386	-\$381,614	27.7%	9.9%	-17.3%
Feb	\$1,962,041	\$2,783,000	\$2,438,000	\$1,841,000	\$820,959	\$475,959	-\$121,041	41.8%	24.3%	-6.2%
Mar	\$2,566,984	\$3,283,000	\$2,925,000	\$2,219,000	\$716,016	\$358,016	-\$347,984	27.9%	13.9%	-13.6%
Apr	\$2,632,091	\$3,246,000	\$2,942,000	\$2,238,000	\$613,909	\$309,909	-\$394,091	23.3%	11.8%	-15.0%
May	\$2,653,679	\$3,296,000	\$3,034,000	\$2,314,000	\$642,321	\$380,321	-\$339,679	24.2%	14.3%	-12.8%
Jun	\$2,765,007	\$3,365,000	\$3,144,000	\$2,406,000	\$599,993	\$378,993	-\$359,007	21.7%	13.7%	-13.0%
Total	\$29,002,601	\$34,616,000	\$28,802,000	\$22,490,000	\$5,613,399	-\$200,601	-\$6,512,601	19.4%	-0.7%	-22.5%

Month	Short	Mid	Long	FY21
Jul	3,030,000	2,545,000	1,438,120	3,914,188
Aug	3,123,000	2,491,000	1,231,202	3,835,798
Sep	3,430,000	2,750,000	1,475,081	3,878,919
Oct	3,692,000	2,977,000	1,476,266	4,099,734
Nov	3,451,000	2,799,000	1,473,151	3,705,849
Dec	3,632,000	2,959,000	1,533,223	3,772,777
Jan	3,794,000	3,104,000	848,517	3,563,483
Feb	3,799,000	3,118,000	1,147,864	3,190,136
Mar	4,560,000	3,756,000	874,487	4,242,513
Apr	4,588,000	3,791,000	772,183	4,291,817
May	4,750,000	3,936,000	749,178	4,411,822
Jun	4,927,000	4,095,000	736,674	4,537,326

Month	Short	Mid	Long	FY21
Jul	\$1,482,000	\$1,482,000	-\$26,548	\$2,395,548
Aug	\$1,425,000	\$1,425,000	\$11,725	\$2,319,275
Sep	\$1,616,000	\$1,616,000	\$370,616	\$2,415,384
Oct	\$1,743,000	\$1,743,000	\$386,110	\$2,528,890
Nov	\$1,643,000	\$1,643,000	\$399,556	\$2,271,444
Dec	\$1,741,000	\$1,741,000	\$467,356	\$2,288,644
Jan	\$1,822,000	\$1,822,000	\$611,386	\$2,203,614
Feb	\$1,841,000	\$1,841,000	\$820,959	\$1,962,041
Mar	\$2,219,000	\$2,219,000	\$716,016	\$2,566,984
Apr	\$2,238,000	\$2,238,000	\$613,909	\$2,632,091
May	\$2,314,000	\$2,314,000	\$642,321	\$2,653,679
Jun	\$2,406,000	\$2,406,000	\$599,993	\$2,765,007



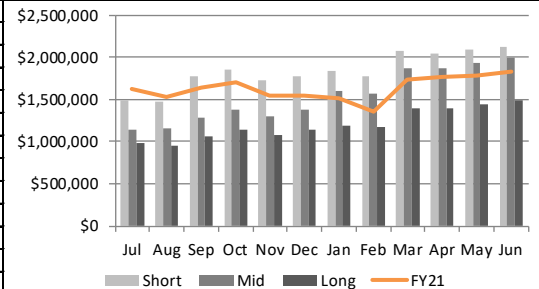
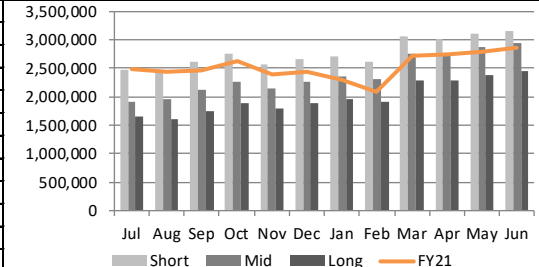
FY 2021 ANNUAL TRAFFIC AND TOLL REVENUE REPORT

Table 6-3: Powhite Parkway Traffic and Revenue, FY21 Actual vs. Forecast

Powhite Parkway										
Month	FY21	FY21 Forecasts by Duration			Difference from Forecasts			% Difference from Forecasts		
		Short	Mid	Long	Short	Mid	Long	Short	Mid	Long
Transactions										
Jul	2,491,371	2,469,000	1,909,000	1,646,000	-22,371	-582,371	-845,371	-0.9%	-23.4%	-33.9%
Aug	2,444,764	2,472,000	1,956,000	1,612,000	27,236	-488,764	-832,764	1.1%	-20.0%	-34.1%
Sep	2,470,225	2,618,000	2,117,000	1,747,000	147,775	-353,225	-723,225	6.0%	-14.3%	-29.3%
Oct	2,621,890	2,749,000	2,268,000	1,874,000	127,110	-353,890	-747,890	4.8%	-13.5%	-28.5%
Nov	2,382,185	2,562,000	2,154,000	1,782,000	179,815	-228,185	-600,185	7.5%	-9.6%	-25.2%
Dec	2,435,351	2,650,000	2,268,000	1,879,000	214,649	-167,351	-556,351	8.8%	-6.9%	-22.8%
Jan	2,301,431	2,710,000	2,359,000	1,956,000	408,569	57,569	-345,431	17.8%	2.5%	-15.0%
Feb	2,081,814	2,614,000	2,312,000	1,919,000	532,186	230,186	-162,814	25.6%	11.1%	-7.8%
Mar	2,717,074	3,060,000	2,748,000	2,283,000	342,926	30,926	-434,074	12.6%	1.1%	-16.0%
Apr	2,730,926	3,022,000	2,753,000	2,289,000	291,074	22,074	-441,926	10.7%	0.8%	-16.2%
May	2,789,054	3,099,000	2,862,000	2,381,000	309,946	72,946	-408,054	11.1%	2.6%	-14.6%
Jun	2,849,031	3,153,000	2,950,000	2,457,000	303,969	100,969	-392,031	10.7%	3.5%	-13.8%
Total	30,315,116	33,178,000	28,656,000	23,825,000	2,862,884	-1,659,116	-6,490,116	9.4%	-5.5%	-21.4%
Toll Revenue										
Jul	\$1,630,162	\$1,487,000	\$1,150,000	\$991,000	-\$143,162	-\$480,162	-\$639,162	-8.8%	-29.5%	-39.2%
Aug	\$1,533,386	\$1,470,000	\$1,163,000	\$959,000	-\$63,386	-\$370,386	-\$574,386	-4.1%	-24.2%	-37.5%
Sep	\$1,635,532	\$1,772,000	\$1,288,000	\$1,063,000	\$136,468	-\$347,532	-\$572,532	8.3%	-21.2%	-35.0%
Oct	\$1,705,074	\$1,853,000	\$1,375,000	\$1,136,000	\$147,926	-\$330,074	-\$569,074	8.7%	-19.4%	-33.4%
Nov	\$1,545,102	\$1,725,000	\$1,304,000	\$1,079,000	\$179,898	-\$241,102	-\$466,102	11.6%	-15.6%	-30.2%
Dec	\$1,553,491	\$1,784,000	\$1,374,000	\$1,138,000	\$230,509	-\$179,491	-\$415,491	14.8%	-11.6%	-26.7%
Jan	\$1,512,009	\$1,837,000	\$1,599,000	\$1,193,000	\$324,991	\$86,991	-\$319,009	21.5%	5.8%	-21.1%
Feb	\$1,352,112	\$1,776,000	\$1,571,000	\$1,173,000	\$423,888	\$218,888	-\$179,112	31.4%	16.2%	-13.2%
Mar	\$1,740,349	\$2,076,000	\$1,864,000	\$1,393,000	\$335,651	\$123,651	-\$347,349	19.3%	7.1%	-20.0%
Apr	\$1,769,804	\$2,048,000	\$1,866,000	\$1,395,000	\$278,196	\$96,196	-\$374,804	15.7%	5.4%	-21.2%
May	\$1,777,370	\$2,098,000	\$1,938,000	\$1,450,000	\$320,630	\$160,630	-\$327,370	18.0%	9.0%	-18.4%
Jun	\$1,838,666	\$2,133,000	\$1,996,000	\$1,495,000	\$294,334	\$157,334	-\$343,666	16.0%	8.6%	-18.7%
Total	\$19,593,057	\$22,059,000	\$18,488,000	\$14,465,000	\$2,465,943	#####	-\$5,128,057	12.6%	-5.6%	-26.2%

Month	Short	Mid	Long	FY21
Jul	2,469,000	1,909,000	1,646,000	2,491,371
Aug	2,472,000	1,956,000	1,612,000	2,444,764
Sep	2,618,000	2,117,000	1,747,000	2,470,225
Oct	2,749,000	2,268,000	1,874,000	2,621,890
Nov	2,562,000	2,154,000	1,782,000	2,382,185
Dec	2,650,000	2,268,000	1,879,000	2,435,351
Jan	2,710,000	2,359,000	1,956,000	2,301,431
Feb	2,614,000	2,312,000	1,919,000	2,081,814
Mar	3,060,000	2,748,000	2,283,000	2,717,074
Apr	3,022,000	2,753,000	2,289,000	2,730,926
May	3,099,000	2,862,000	2,381,000	2,789,054
Jun	3,153,000	2,950,000	2,457,000	2,849,031

Month	Short	Mid	Long	FY21
Jul	\$1,487,000	\$1,150,000	\$991,000	\$1,630,162
Aug	\$1,470,000	\$1,163,000	\$959,000	\$1,533,386
Sep	\$1,772,000	\$1,288,000	\$1,063,000	\$1,635,532
Oct	\$1,853,000	\$1,375,000	\$1,136,000	\$1,705,074
Nov	\$1,725,000	\$1,304,000	\$1,079,000	\$1,545,102
Dec	\$1,784,000	\$1,374,000	\$1,138,000	\$1,553,491
Jan	\$1,837,000	\$1,599,000	\$1,193,000	\$1,512,009
Feb	\$1,776,000	\$1,571,000	\$1,173,000	\$1,352,112
Mar	\$2,076,000	\$1,864,000	\$1,393,000	\$1,740,349
Apr	\$2,048,000	\$1,866,000	\$1,395,000	\$1,769,804
May	\$2,098,000	\$1,938,000	\$1,450,000	\$1,777,370
Jun	\$2,133,000	\$1,996,000	\$1,495,000	\$1,838,666



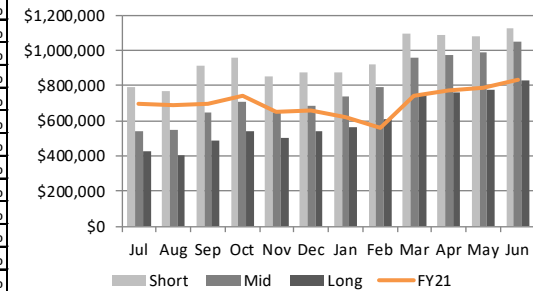
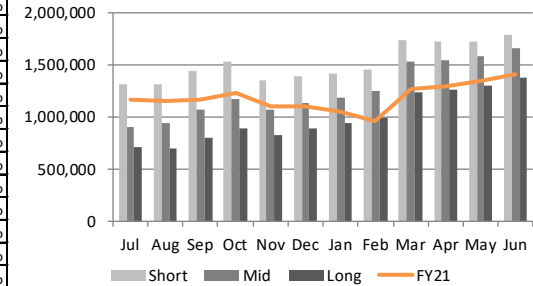
FY 2021 ANNUAL TRAFFIC AND TOLL REVENUE REPORT

Table 6-4: Downtown Expressway Traffic and Revenue, FY21 Actual vs. Forecast

Downtown Expressway										
Month	FY21	FY21 Forecasts by Duration			Difference from Forecasts			% Difference from Forecasts		
		Short	Mid	Long	Short	Mid	Long	Short	Mid	Long
Transactions										
Jul	1,168,654	1,309,000	897,000	710,000	140,346	-271,654	-458,654	-10.7%	30.3%	64.6%
Aug	1,156,933	1,318,000	942,000	695,000	161,067	-214,933	-461,933	-12.2%	22.8%	66.5%
Sep	1,160,576	1,444,000	1,071,000	805,000	283,424	-89,576	-355,576	-19.6%	8.4%	44.2%
Oct	1,229,372	1,526,000	1,171,000	895,000	296,628	-58,372	-334,372	-19.4%	5.0%	37.4%
Nov	1,097,676	1,346,000	1,066,000	827,000	248,324	-31,676	-270,676	-18.4%	3.0%	32.7%
Dec	1,104,376	1,383,000	1,127,000	885,000	278,624	22,624	-219,376	-20.1%	-2.0%	24.8%
Jan	1,044,199	1,416,000	1,184,000	941,000	371,801	139,801	-103,199	-26.3%	-11.8%	11.0%
Feb	955,849	1,449,000	1,242,000	996,000	493,151	286,151	40,151	-34.0%	-23.0%	-4.0%
Mar	1,264,122	1,739,000	1,525,000	1,235,000	474,878	260,878	-29,122	-27.3%	-17.1%	2.4%
Apr	1,293,373	1,717,000	1,538,000	1,255,000	423,627	244,627	-38,373	-24.7%	-15.9%	3.1%
May	1,348,567	1,725,000	1,576,000	1,296,000	376,433	227,433	-52,567	-21.8%	-14.4%	4.1%
Jun	1,412,428	1,786,000	1,663,000	1,377,000	373,572	250,572	-35,428	-20.9%	-15.1%	2.6%
Total	14,236,125	18,158,000	15,002,000	11,917,000	3,921,875	765,875	-2,319,125	-21.6%	-5.1%	19.5%
Toll Revenue										
Jul	\$697,333	\$790,000	\$542,000	\$429,000	\$92,667	-\$155,333	-\$268,333	-11.7%	28.7%	62.5%
Aug	\$689,881	\$772,000	\$551,000	\$407,000	\$82,119	-\$138,881	-\$282,881	-10.6%	25.2%	69.5%
Sep	\$697,392	\$914,000	\$651,000	\$489,000	\$216,608	-\$46,392	-\$208,392	-23.7%	7.1%	42.6%
Oct	\$741,143	\$958,000	\$706,000	\$539,000	\$216,857	-\$35,143	-\$202,143	-22.6%	5.0%	37.5%
Nov	\$652,468	\$852,000	\$647,000	\$502,000	\$199,532	-\$5,468	-\$150,468	-23.4%	0.8%	30.0%
Dec	\$657,891	\$878,000	\$686,000	\$539,000	\$220,109	\$28,109	-\$118,891	-25.1%	-4.1%	22.1%
Jan	\$619,131	\$879,000	\$736,000	\$561,000	\$259,869	\$116,869	-\$58,131	-29.6%	-15.9%	10.4%
Feb	\$559,975	\$920,000	\$789,000	\$607,000	\$360,025	\$229,025	\$47,025	-39.1%	-29.0%	-7.7%
Mar	\$743,742	\$1,097,000	\$962,000	\$748,000	\$353,258	\$218,258	\$4,258	-32.2%	-22.7%	-0.6%
Apr	\$773,023	\$1,086,000	\$973,000	\$762,000	\$312,977	\$199,977	-\$11,023	-28.8%	-20.6%	1.4%
May	\$789,009	\$1,081,000	\$988,000	\$779,000	\$291,991	\$198,991	-\$10,009	-27.0%	-20.1%	1.3%
Jun	\$835,054	\$1,125,000	\$1,048,000	\$832,000	\$289,946	\$212,946	-\$3,054	-25.8%	-20.3%	0.4%
Total	\$8,456,042	\$11,352,000	\$9,279,000	\$7,194,000	\$2,895,958	\$822,958	-\$1,262,042	-25.5%	-8.9%	17.5%

Month	Short	Mid	Long	FY21
Jul	1,168,654	897,000	710,000	1,168,654
Aug	1,156,933	942,000	695,000	1,156,933
Sep	1,160,576	1,071,000	805,000	1,160,576
Oct	1,229,372	1,171,000	895,000	1,229,372
Nov	1,097,676	1,066,000	827,000	1,097,676
Dec	1,104,376	1,127,000	885,000	1,104,376
Jan	1,044,199	1,184,000	941,000	1,044,199
Feb	955,849	1,242,000	996,000	955,849
Mar	1,264,122	1,525,000	1,235,000	1,264,122
Apr	1,293,373	1,538,000	1,255,000	1,293,373
May	1,348,567	1,576,000	1,296,000	1,348,567
Jun	1,412,428	1,663,000	1,377,000	1,412,428

Month	Short	Mid	Long	FY21
Jul	\$697,333	\$542,000	\$429,000	\$697,333
Aug	\$689,881	\$551,000	\$407,000	\$689,881
Sep	\$697,392	\$651,000	\$489,000	\$697,392
Oct	\$741,143	\$706,000	\$539,000	\$741,143
Nov	\$652,468	\$647,000	\$502,000	\$652,468
Dec	\$657,891	\$686,000	\$539,000	\$657,891
Jan	\$619,131	\$736,000	\$561,000	\$619,131
Feb	\$559,975	\$789,000	\$607,000	\$559,975
Mar	\$743,742	\$962,000	\$748,000	\$743,742
Apr	\$773,023	\$973,000	\$762,000	\$773,023
May	\$789,009	\$988,000	\$779,000	\$789,009
Jun	\$835,054	\$1,048,000	\$832,000	\$835,054



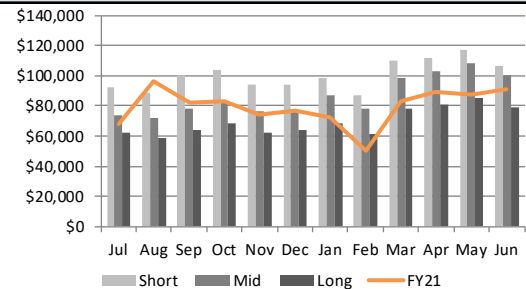
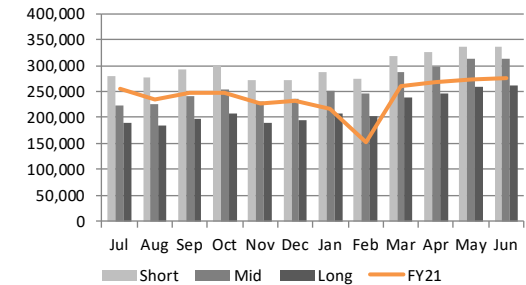
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Table 6-5: Boulevard Bridge Traffic and Revenue, FY21 Actual vs. Forecast

Boulevard Bridge										
Month	FY21	FY21 Estimates by Duration			Actual % Difference from Scenarios			Actual % Difference from Scenarios		
		Short	Mid	Long	Short	Mid	Long	Short	Mid	Long
Transactions										
Jul	254,163	280,000	224,000	189,000	25,837	-30,163	-65,163	10.2%	-11.9%	-25.6%
Aug	234,101	277,000	225,000	184,000	42,899	-9,101	-50,101	18.3%	-3.9%	-21.4%
Sep	248,118	292,000	242,000	198,000	43,882	-6,118	-50,118	17.7%	-2.5%	-20.2%
Oct	248,472	301,000	253,000	208,000	52,528	4,528	-40,472	21.1%	1.8%	-16.3%
Nov	225,988	271,000	231,000	190,000	45,012	5,012	-35,988	19.9%	2.2%	-15.9%
Dec	233,050	273,000	237,000	195,000	39,950	3,950	-38,050	17.1%	1.7%	-16.3%
Jan	217,853	286,000	251,000	207,000	68,147	33,147	-10,853	31.3%	15.2%	-5.0%
Feb	152,473	275,000	245,000	203,000	122,527	92,527	50,527	80.4%	60.7%	33.1%
Mar	261,317	318,000	287,000	238,000	56,683	25,683	-23,317	21.7%	9.8%	-8.9%
Apr	267,518	325,000	297,000	247,000	57,482	29,482	-20,518	21.5%	11.0%	-7.7%
May	274,201	337,000	312,000	259,000	62,799	37,799	-15,201	22.9%	13.8%	-5.5%
Jun	275,867	335,000	314,000	261,000	59,133	38,133	-14,867	21.4%	13.8%	-5.4%
Total	2,893,121	3,570,000	3,118,000	2,579,000	676,879	224,879	-314,121	23.4%	7.8%	-10.9%
Toll Revenue										
Jul	\$68,053	\$92,000	\$74,000	\$62,000	\$23,947	\$5,947	-\$6,053	35.2%	8.7%	-8.9%
Aug	\$96,008	\$89,000	\$72,000	\$59,000	-\$7,008	-\$24,008	-\$37,008	-7.3%	-25.0%	-38.5%
Sep	\$82,460	\$100,000	\$78,000	\$64,000	\$17,540	-\$4,460	-\$18,460	21.3%	-5.4%	-22.4%
Oct	\$82,673	\$104,000	\$83,000	\$68,000	\$21,327	\$327	-\$14,673	25.8%	0.4%	-17.7%
Nov	\$73,874	\$94,000	\$76,000	\$62,000	\$20,126	\$2,126	-\$11,874	27.2%	2.9%	-16.1%
Dec	\$77,262	\$94,000	\$77,000	\$64,000	\$16,738	-\$262	-\$13,262	21.7%	-0.3%	-17.2%
Jan	\$72,474	\$99,000	\$87,000	\$68,000	\$26,526	\$14,526	-\$4,474	36.6%	20.0%	-6.2%
Feb	\$49,954	\$87,000	\$78,000	\$61,000	\$37,046	\$28,046	\$11,046	74.2%	56.1%	22.1%
Mar	\$82,893	\$110,000	\$99,000	\$78,000	\$27,107	\$16,107	-\$4,893	32.7%	19.4%	-5.9%
Apr	\$89,264	\$112,000	\$103,000	\$81,000	\$22,736	\$13,736	-\$8,264	25.5%	15.4%	-9.3%
May	\$87,300	\$117,000	\$108,000	\$85,000	\$29,700	\$20,700	-\$2,300	34.0%	23.7%	-2.6%
Jun	\$91,287	\$107,000	\$100,000	\$79,000	\$15,713	\$8,713	-\$12,287	17.2%	9.5%	-13.5%
Total	\$953,502	\$1,205,000	\$1,035,000	\$831,000	\$251,498	\$81,498	-\$122,502	26.4%	8.5%	-12.8%

Month	Short	Mid	Long	FY21
Jul	280,000	224,000	189,000	254,163
Aug	277,000	225,000	184,000	234,101
Sep	292,000	242,000	198,000	248,118
Oct	301,000	253,000	208,000	248,472
Nov	271,000	231,000	190,000	225,988
Dec	273,000	237,000	195,000	233,050
Jan	286,000	251,000	207,000	217,853
Feb	275,000	245,000	203,000	152,473
Mar	318,000	287,000	238,000	261,317
Apr	325,000	297,000	247,000	267,518
May	337,000	312,000	259,000	274,201
Jun	335,000	314,000	261,000	275,867

Month	Short	Mid	Long	FY21
Jul	\$92,000	\$74,000	\$62,000	\$68,053
Aug	\$89,000	\$72,000	\$59,000	\$96,008
Sep	\$100,000	\$78,000	\$64,000	\$82,460
Oct	\$104,000	\$83,000	\$68,000	\$82,673
Nov	\$94,000	\$76,000	\$62,000	\$73,874
Dec	\$94,000	\$77,000	\$64,000	\$77,262
Jan	\$99,000	\$87,000	\$68,000	\$72,474
Feb	\$87,000	\$78,000	\$61,000	\$49,954
Mar	\$110,000	\$99,000	\$78,000	\$82,893
Apr	\$112,000	\$103,000	\$81,000	\$89,264
May	\$117,000	\$108,000	\$85,000	\$87,300
Jun	\$107,000	\$100,000	\$79,000	\$91,287



7.0 HOURLY TRAFFIC PROFILES

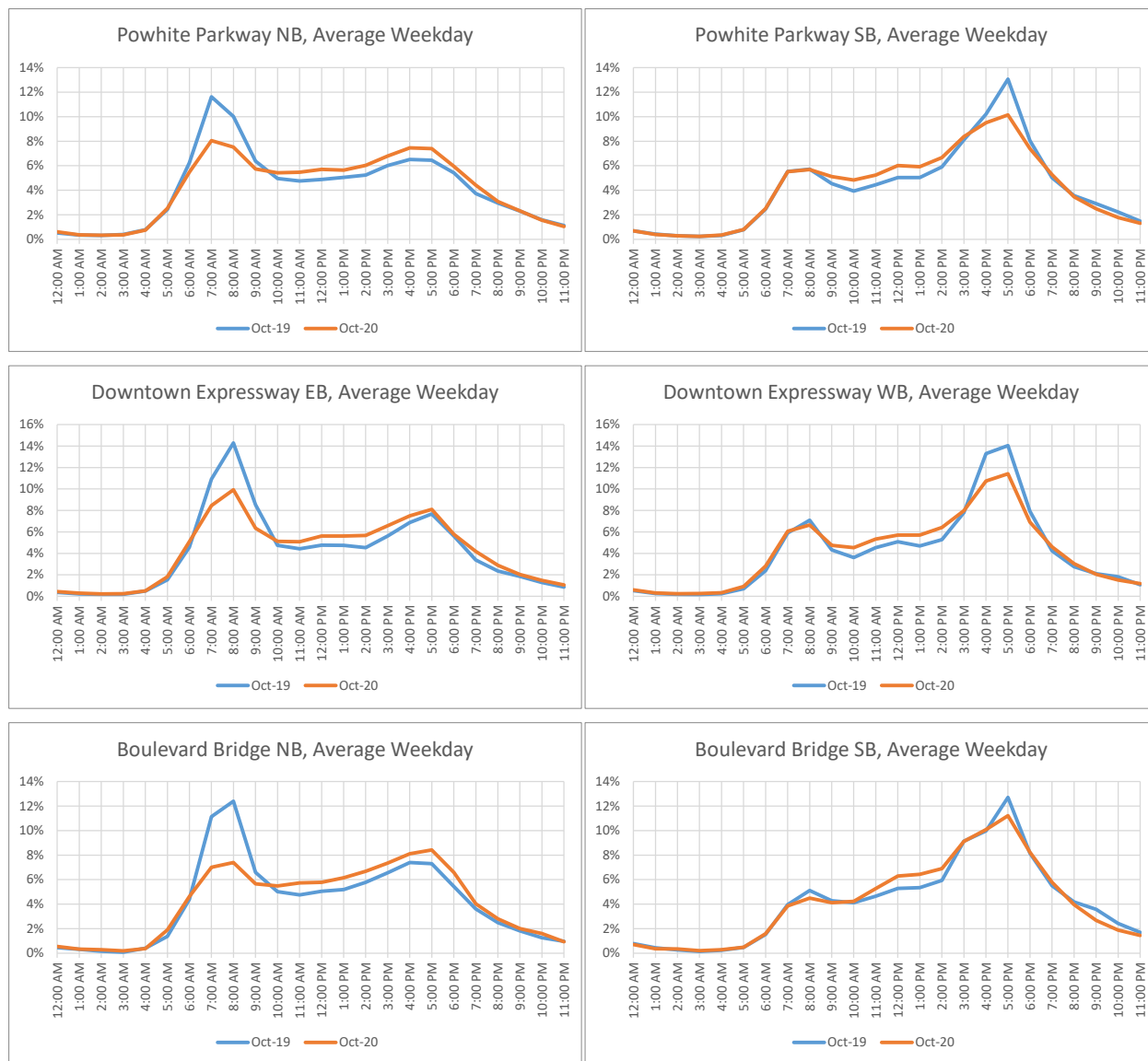
7.1.1 October 2019 vs 2020

Similar to daily traffic trends, the review of hourly traffic trends by facility provides a comprehensive understanding of the traffic on the RMTA Expressway System. Figure 7-1 presents the hourly traffic by facility for a typical weekday in October 2019 (prior to the COVID-19 pandemic) and 2020 (during the COVID-19 pandemic). Each day is presented with respect to the day and direction of travel such that the percentage shown by direction will add up to 100 percent.

In all instances, the peak one-hour in the typical commuting direction made up less of the daily traffic in 2020 than in 2019. This is likely due to fewer people using the RMTA facilities to commute to work during the pandemic as they work from home instead. The morning peak hours were more impacted than the evening peak hours, with the former decreasing by at least 3 percent of the daily totals while the latter decreasing by less than 3 percent of the daily totals. This can be attributed to commuters making up more of the morning peak hour than afternoon peak hour, so when they began working from home, it impacted morning transactions more. The peak hour remained the same for each facility-direction combination except for the Boulevard Bridge northbound, which had its peak hour switch from 8-9 AM to 5-6 PM. On the Powhite Parkway, northbound transactions from 7-8 AM decreased from 11.6 percent of the daily total in 2019 to 8 percent in 2020. In the southbound direction, transactions from 5-6 PM decreased from 13.1 percent to 10.2 percent. On the Downtown Expressway, eastbound transactions from 8-9 AM decreased from 14.3 percent of the daily total in 2019 to 9.9 percent in 2020. In the westbound direction, transactions from 5-6 PM decreased from 14.4 percent of the daily total to 11.4 percent. On the Boulevard Bridge, northbound transactions from 8-9 AM decreased from 12.4 percent of the daily total in 2019 to 7.4 in 2020. In the southbound direction, transactions from 5-6 PM decreased from 12.7 percent of the daily total in 2019 to 11.2 percent in 2020.



Figure 7-1: Hourly Traffic Trends on the RMTA Expressway System for average weekdays, October 2019 vs October 2020

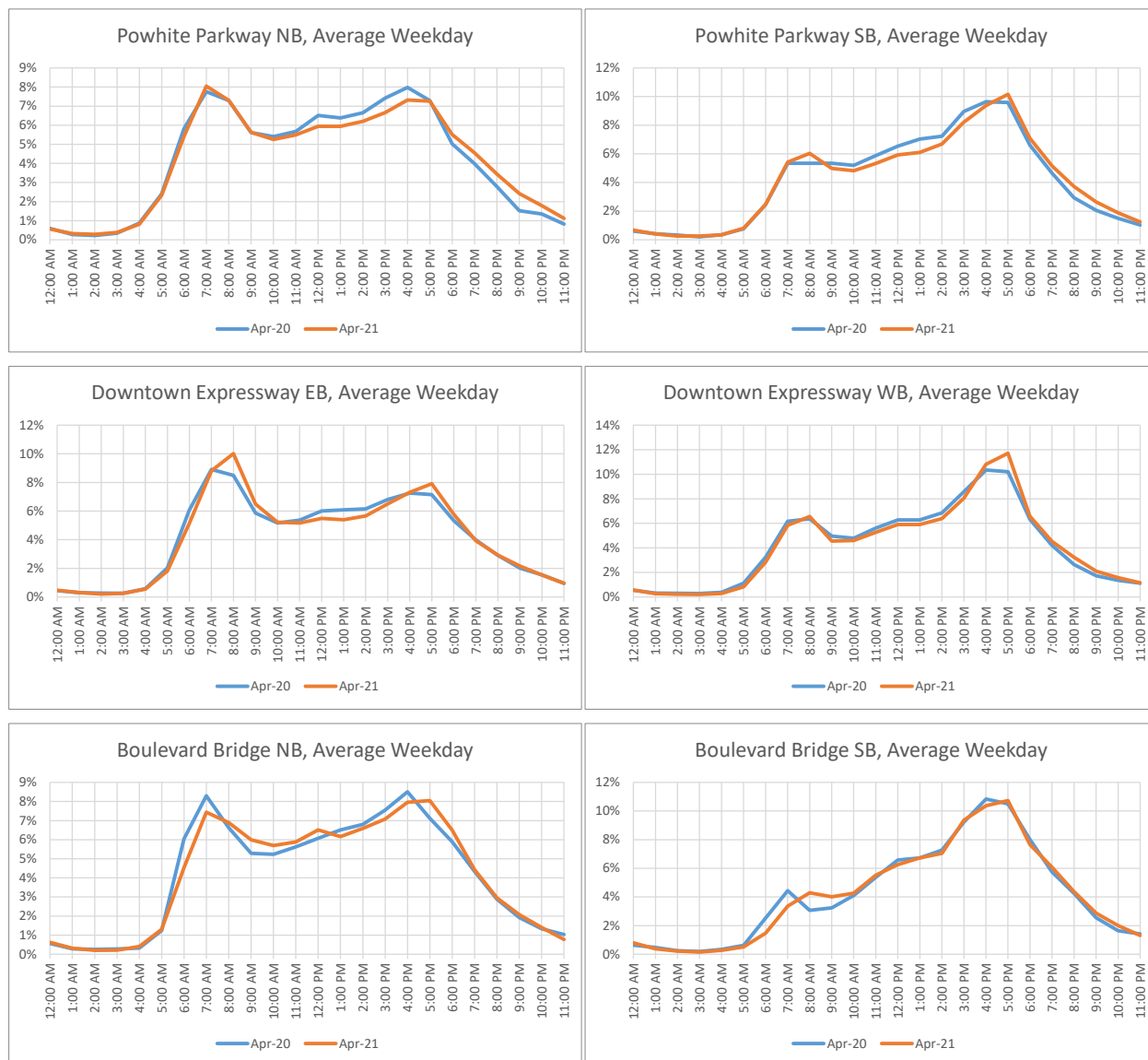


7.1.2 April 2020 vs 2021

Figure 7-2 presents the hourly traffic by facility for a typical weekday in April 2020 and April 2021. Overall, the traffic profile has not changed dramatically. While the peak hour may have shifted during the AM and PM peaks, only the Downtown Expressway's peak hour proportions of daily traffic changed by more than one percent between the two years. The 2020 AM peak hour in the eastbound direction increased from 8.9 percent of daily traffic to 10 percent in 2021, while the PM peak hour in the westbound direction increased from 10.3 percent in 2020 to 11.7 percent in 2021.



Figure 7-2: Hourly Traffic Trends on the RMTA Expressway System Apr-20 vs Apr-21



7.1.3 October 2020 vs April 2021 vs June 2021

Figure 7-3 and Figure 7-4 show hourly traffic profiles for October 2020, April 2021, and June 2021 for weekdays and weekends, respectively. On weekdays, the traffic profiles have not varied too much; one of the more notable changes is that the Powhite Parkway northbound traffic's 7-8 AM hour contains 7.3 percent of daily traffic in June 2021 compared to 8 percent in October 2020 and April 2021.

The weekend has had more variability. On Powhite Parkway northbound, traffic from 3-5 PM made up 18.6 percent of the daily total in April 2021 compared to 14.5-14.6 percent in October 2020 and June 2021. On



FY 2021 ANNUAL TRAFFIC AND TOLL REVENUE REPORT

the Boulevard Bridge in the southbound direction between 9 AM and 1 PM, 17.6 percent of the day's traffic occurred in April 2021 compared to 23.3 percent in October 2020 and 22.5 percent in June 2021.

Figure 7-3: Hourly Weekday Traffic Comparison on the RMTA Expressway System for October 2020, April 2021, and June 2021

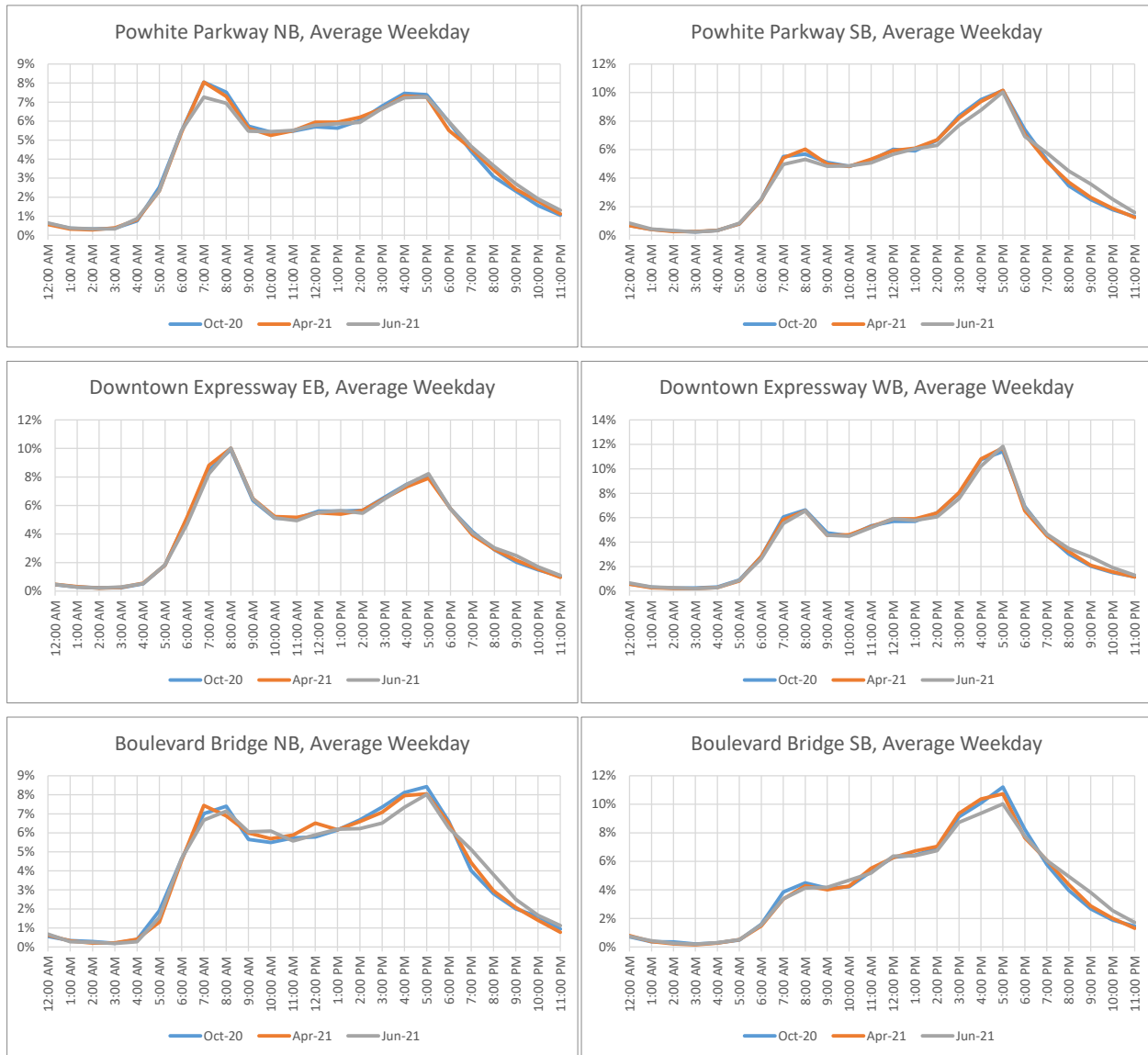
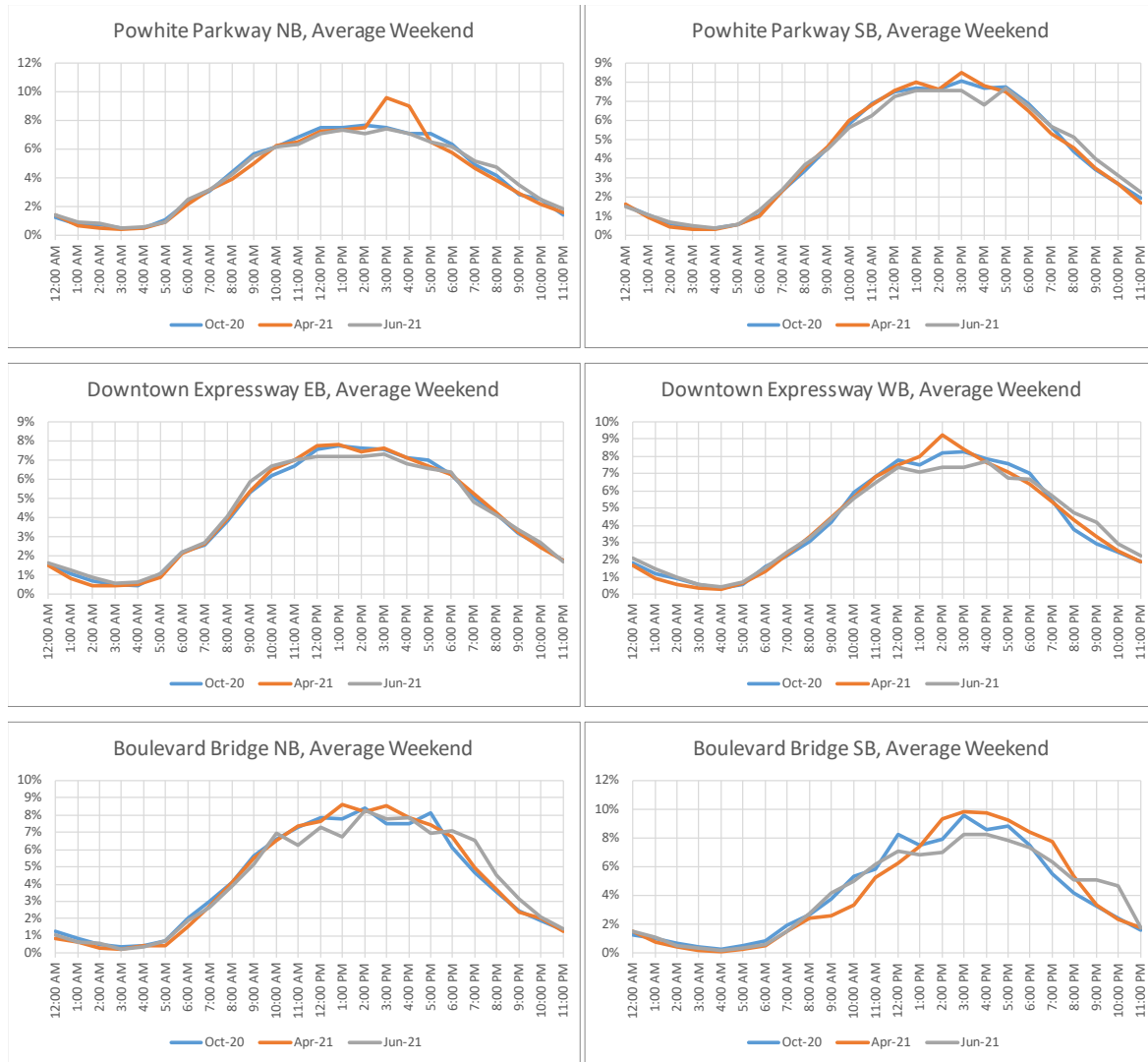


Figure 7-4: Hourly Weekend Traffic Comparison on the RMTA Expressway System for October 2020, April 2021, and June 2021



8.0 FY21 PERCENT SHARE OF TRAFFIC AND REVENUE BY FACILITY

This section presents the percent share of transactions and revenue by month and facility as well as total for the year. Figure 8-1 shows the percent share of transactions by month and facility.

Figure 8-1: Percent Share of Transactions FY 2021

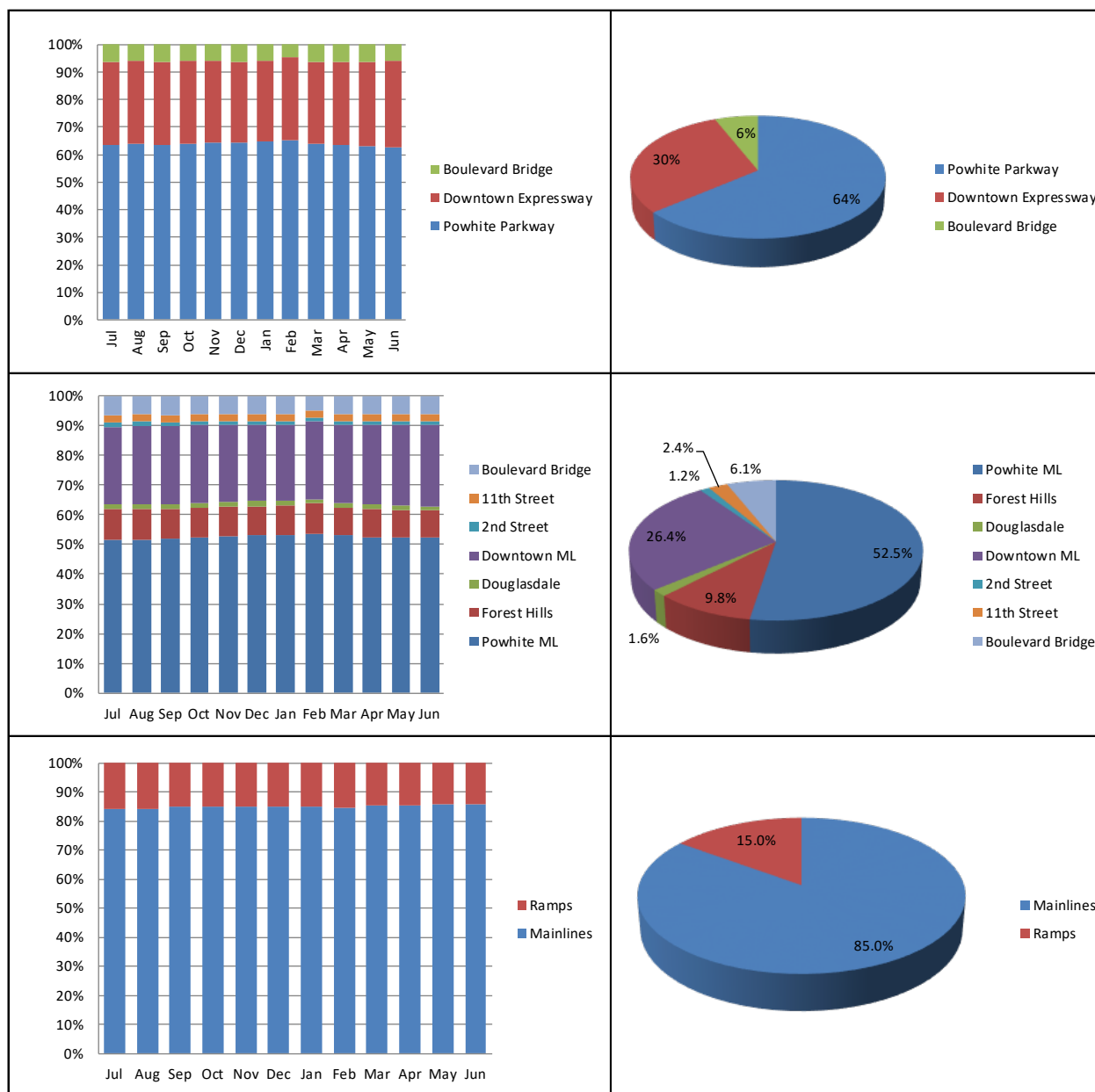


Figure 8-2: Percent Share of Toll Revenue – FY 2021-Subject to request of Report 25 data from RMTA



9.0 DISTRIBUTION OF TRAFFIC GROWTH RATES

This section presents the distribution of the daily traffic growth rates by facility and day of week comparing the same day from FY20 to FY21. Because weekday traffic and weekend traffic are so different on the RMTA system, comparisons are not made between, for example, Tuesday, July 9, 2019 and Thursday, July 9, 2020 but between the like days of Tuesday, July 9, 2019 and Tuesday, July 7, 2020. The distributions of growth rates are shown in Figure 9-1 through Figure 9-4 for the RMTA System, Powhite Parkway, Downtown Expressway, and Boulevard Bridge, respectively.

The red lines represent the number of occurrences of a particular growth rate during the year, which provides a distribution of growth rates. On the larger scale of the full RMTA system for all days, a multimodal distribution emerges, with the prominent mode being a significant negative growth while the smaller node(s) are significant positive growth. The prominent mode includes days from the time period between July and February when operations were impacted by COVID-19 in FY21 but not FY20, while the smaller node(s) are made of days from April to June when traffic started to recover significantly from the pandemic in F21 compared to its first months in FY20.

The blue lines represent the cumulative percentage share at each growth rate so that at any growth rate it can be used to determine the percent of daily growth rates above and below. As the distribution spreads or gets more erratic, this line flattens.

An analysis of all days, weekdays and weekend days is provided for all facilities combined (RMTA Total) and the three facilities individually. Two different scales are presented to detail the most common growth rates, ranging from -50% to -10% on the right-hand side graphs. Additionally, the actual, the mean and the median growth rate are provided by facility for all days, weekdays, weekend days.

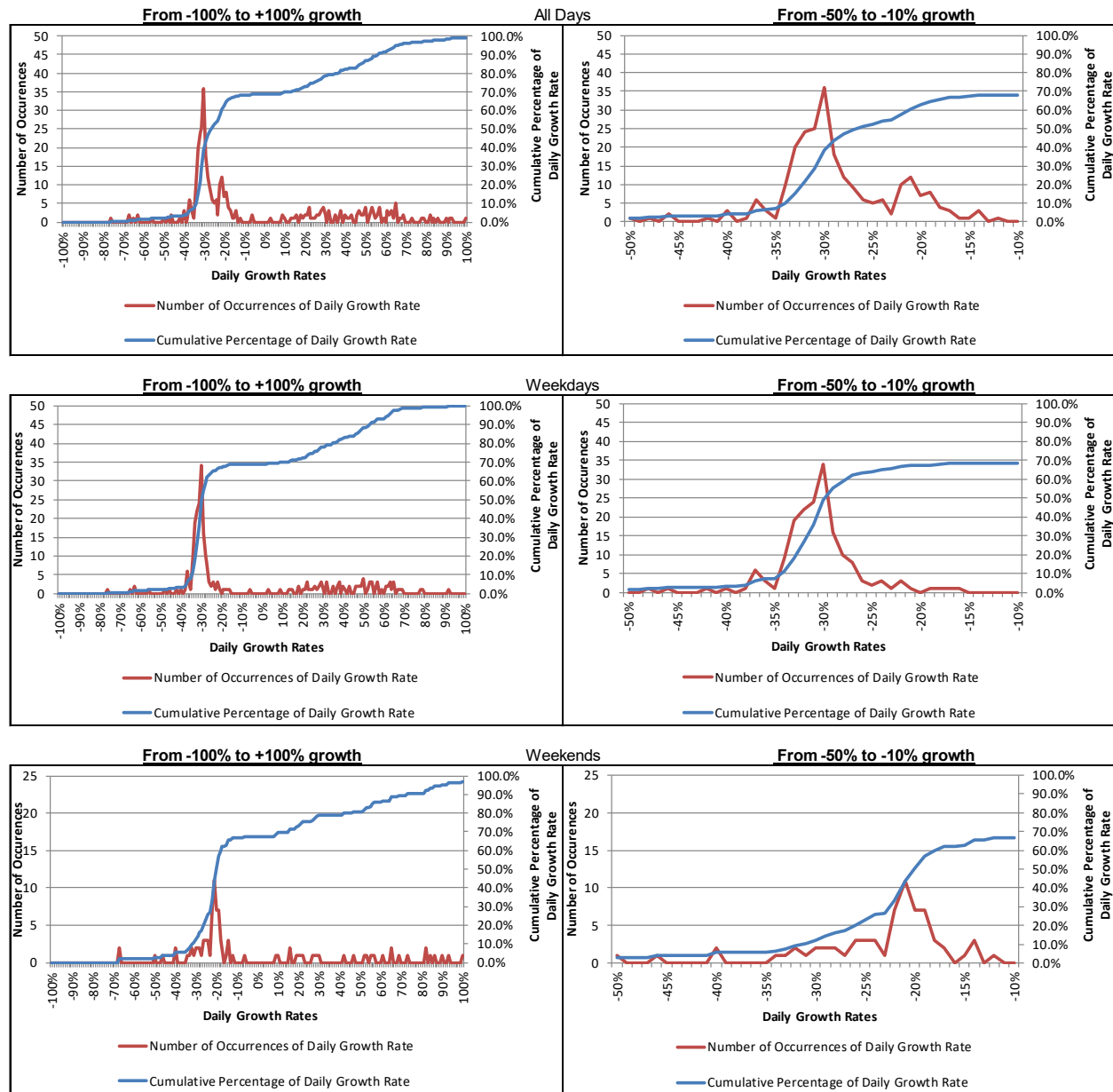
This analysis aids in the determination of normalized traffic growths which feed into the forecasting process.

Key takeaways:

- Weekend traffic has higher growth rates overall than weekdays. This is likely due to commuting trips, the trip type most impacted by the pandemic, occurring less frequently on weekends than weekdays;
- The weekend traffic on the Boulevard Bridge has the narrowest distribution of growth rates; and
- Weekend traffic on the Powhite Parkway has the widest distribution.



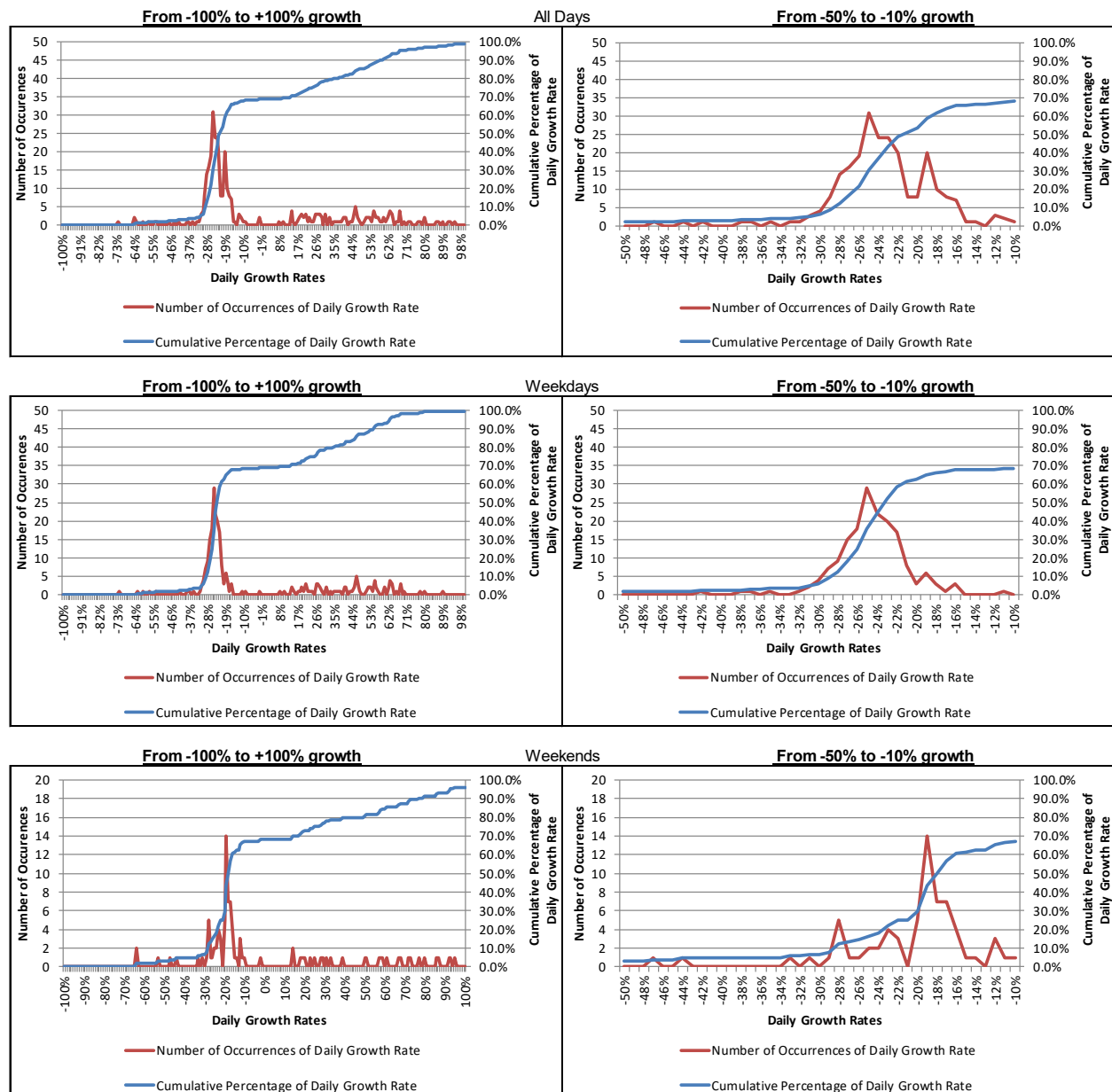
Figure 9-1: RMTA Total Daily Traffic Growth Distributions from FY 2020 to FY 2021



Days of the Week	Daily Growth Rates		
	Actual	Mean	Median
All Days	-15.9%	-5.8%	-26.4%
Weekdays	-17.6%	-8.4%	-29.9%
Weekend Days	-8.8%	0.6%	-20.0%



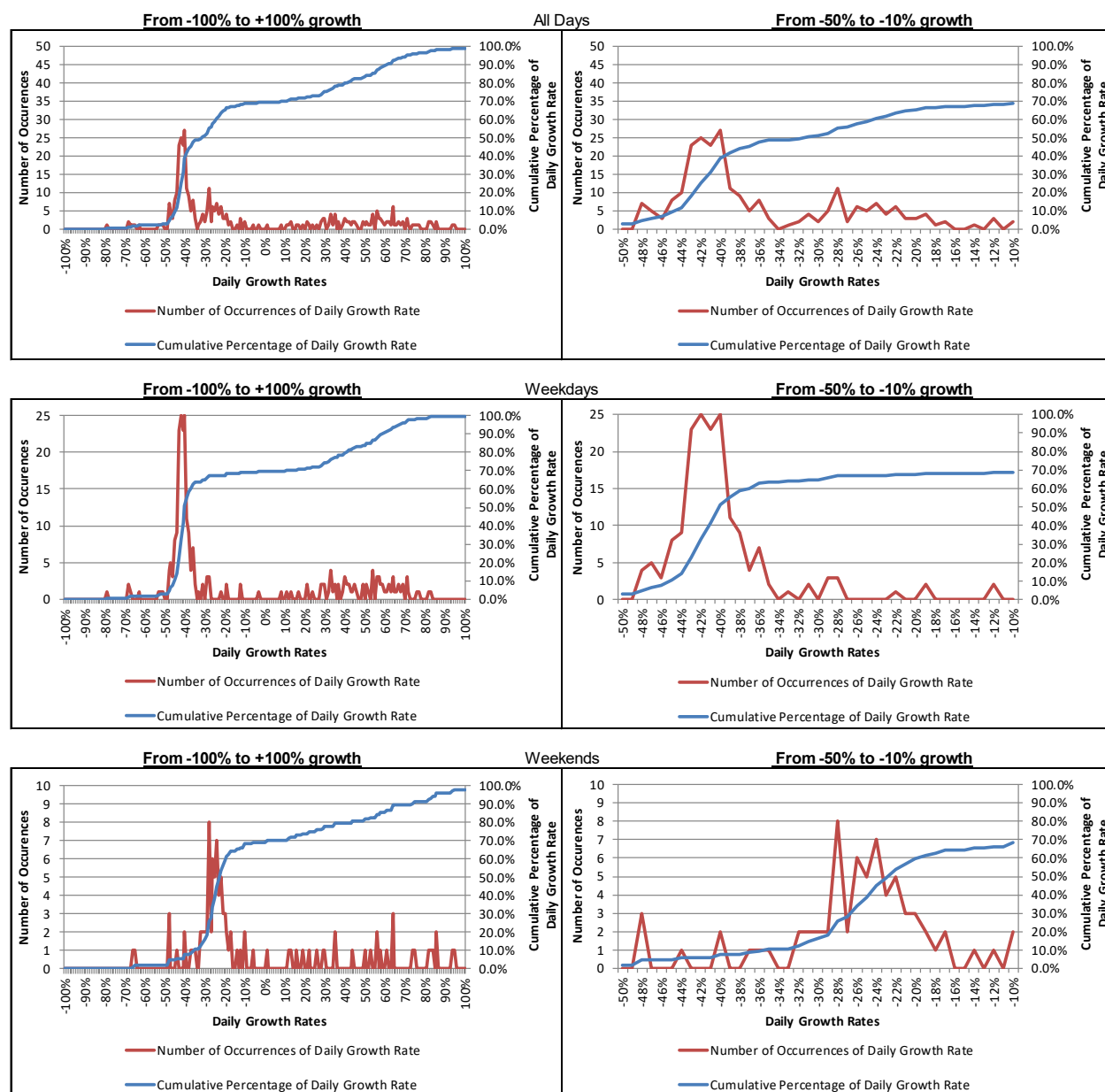
Figure 9-2: Powhite Total Daily Traffic Growth Distributions



Days of the Week	Daily Growth Rates		
	Actual	Mean	Median
All Days	-10.7%	-1.6%	-21.5%
Weekdays	-11.9%	-4.3%	-23.4%
Weekend Days	-5.9%	5.2%	-18.0%



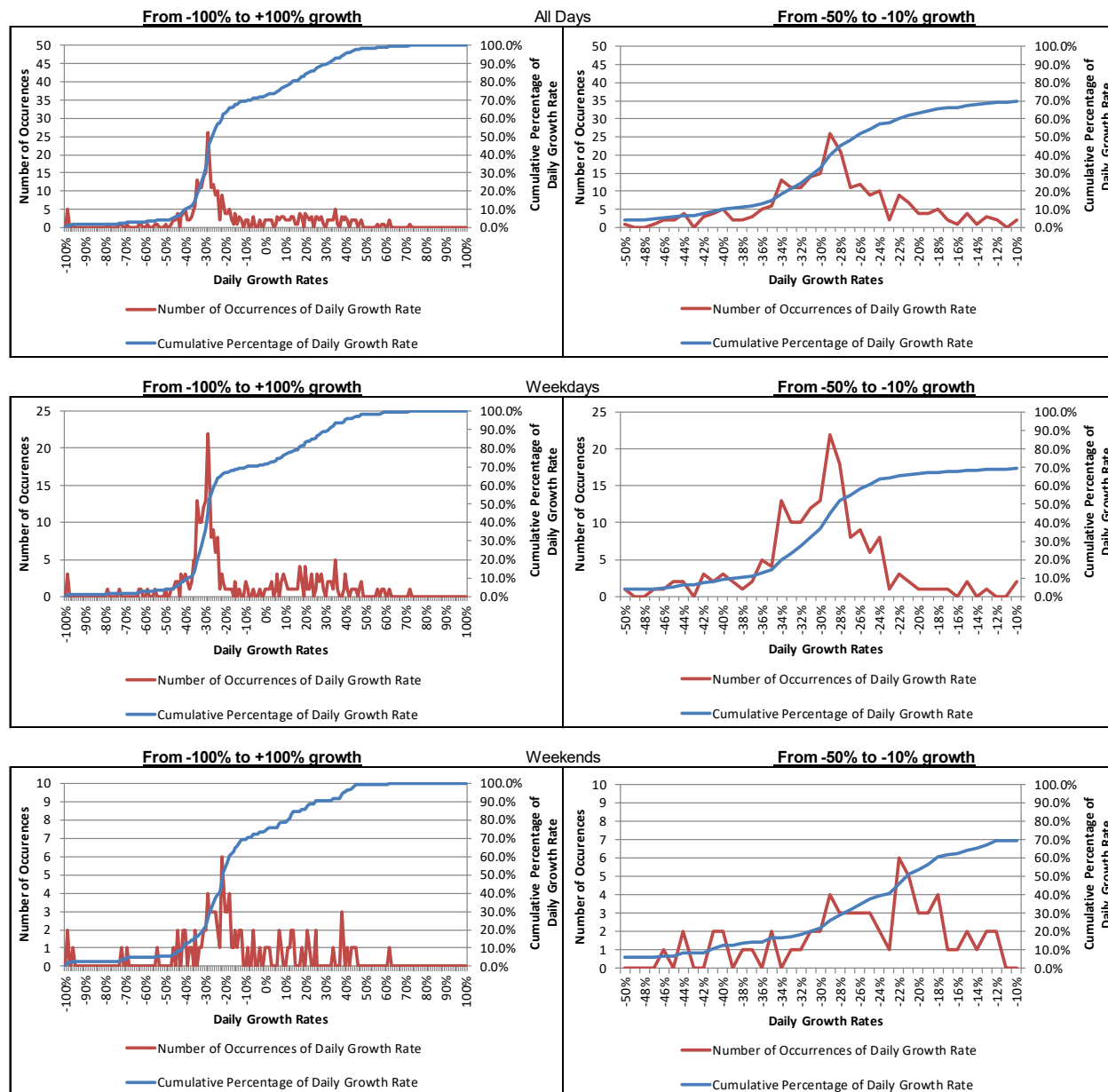
Figure 9-3: DTE Total Daily Traffic Growth Distributions



Days of the Week	Daily Growth Rates		
	Actual	Mean	Median
All Days	-24.2%	-10.2%	-31.4%
Weekdays	-26.8%	-13.4%	-40.1%
Weekend Days	-11.9%	-2.2%	-22.7%



Figure 9-4: Boulevard Bridge Daily Traffic Growth Distributions



Days of the Week	Daily Growth Rates		
	Actual	Mean	Median
All Days	-20.7%	-15.6%	-26.7%
Weekdays	-21.2%	-15.7%	-28.3%
Weekend Days	-19.1%	-15.4%	-21.1%

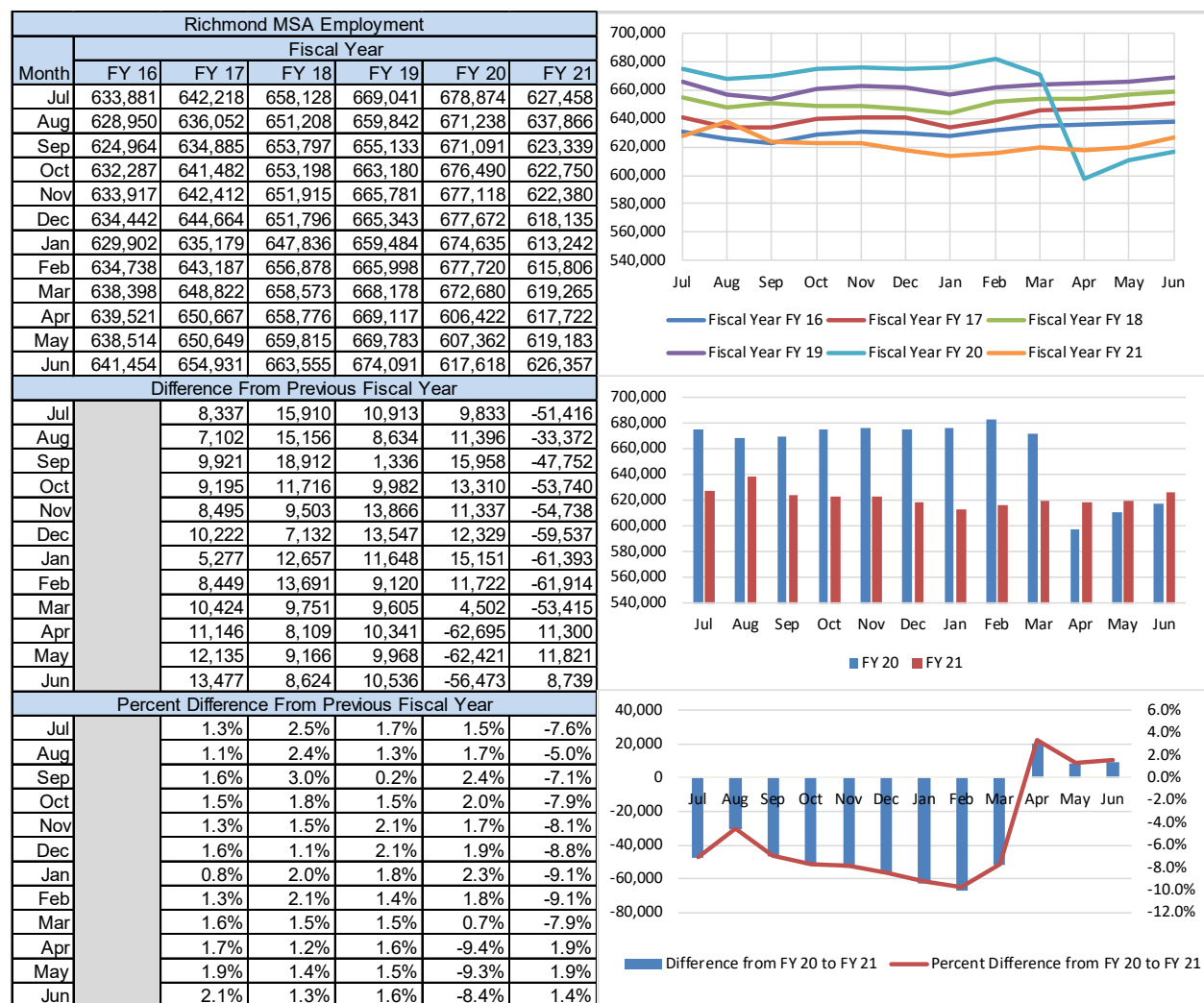


10.0 EMPLOYMENT TRENDS

- Prior to the COVID-19 pandemic, employment in the Richmond Metropolitan Area grew consistently for over 5 years.
- The Richmond Metropolitan Area's lowest month of employment in FY21 was January 2021, when there were about 613,200 jobs.
- Employment in the most recent month (June 2021) was about 626,400, which is 7.1 percent lower than the employment in the last June before the pandemic (June 2019).

Table 10-1 shows the monthly employment for the Richmond MSA from FY16 to FY21.

Table 10-1: Richmond MSA Employment Analysis

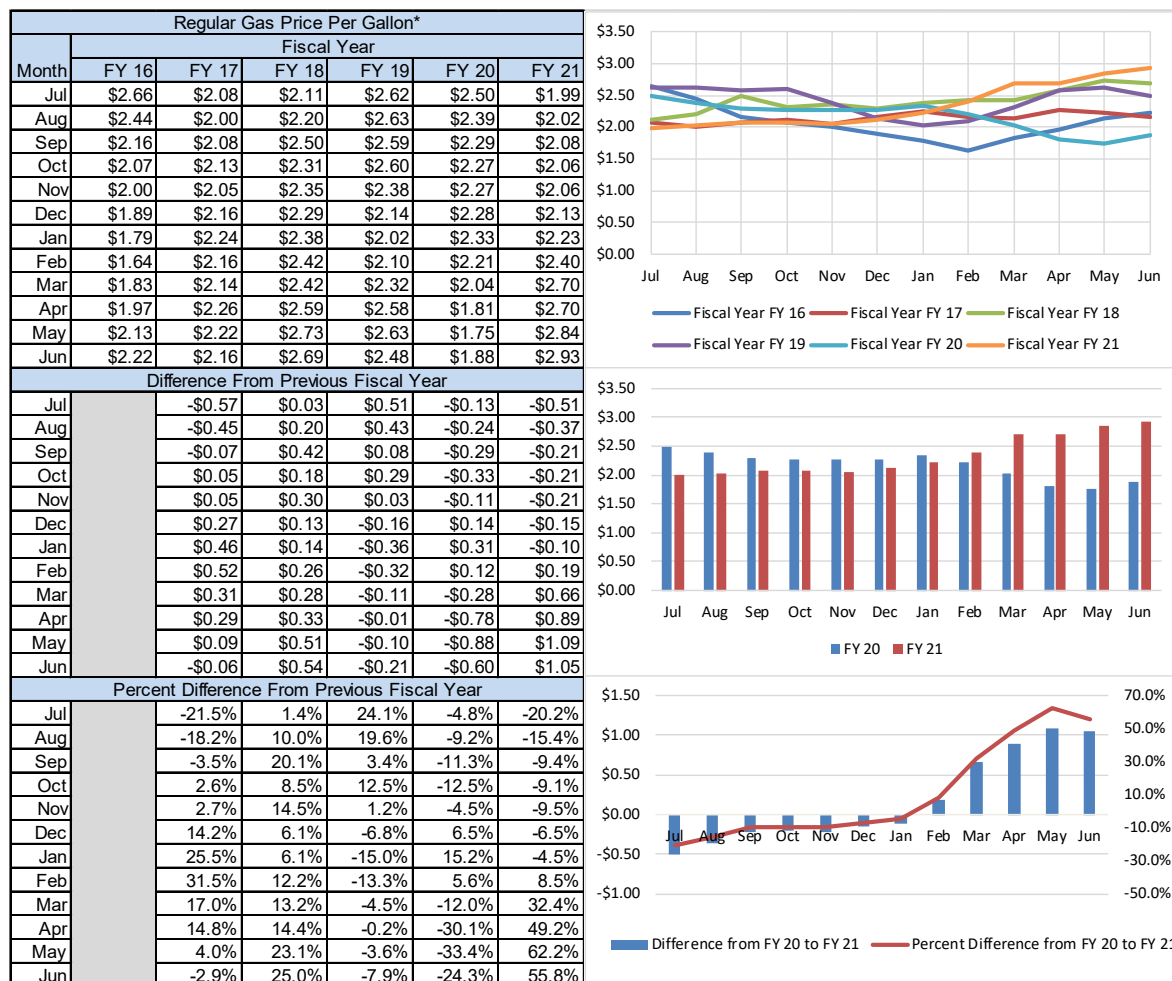


11.0 GAS PRICE TRENDS

- There were minor fluctuations in gas prices in the first six months of FY21, with average prices between \$1.99 and \$2.13 per gallon.
- From March to June 2021, gas prices were between 66 and 109 cents/gallon more expensive than the previous year.
- There is little indication that these fluctuations in prices caused a significant change in trips on the RMTA system. Gas prices have increased significantly in the last four months of FY21, but this has not discouraged traffic as the fluctuations in the COVID-19 pandemic have had a greater impact on traffic trends.

Table 11-1 shows the average monthly gas price in the Lower Atlantic area from FY16 to FY21.

Table 11-1: Gasoline Price Analysis



Source: US Energy Information Administration



12.0 FY21 ACTUAL TO FY22 FORECASTS

- Traffic results from Stantec's FY22 forecast are 3.6 to 7 percent higher than the actual FY21. Toll revenue results from Stantec's FY22 forecast are 3.9 to 7.9 percent higher than the actual FY21 toll revenue.
- The FY22 average toll rate is expected to vary by no more than 0.2 percent from FY21.
- The ability for the FY22 forecast to be met is most dependent on how the COVID-19 pandemic develops and how economy recovers.

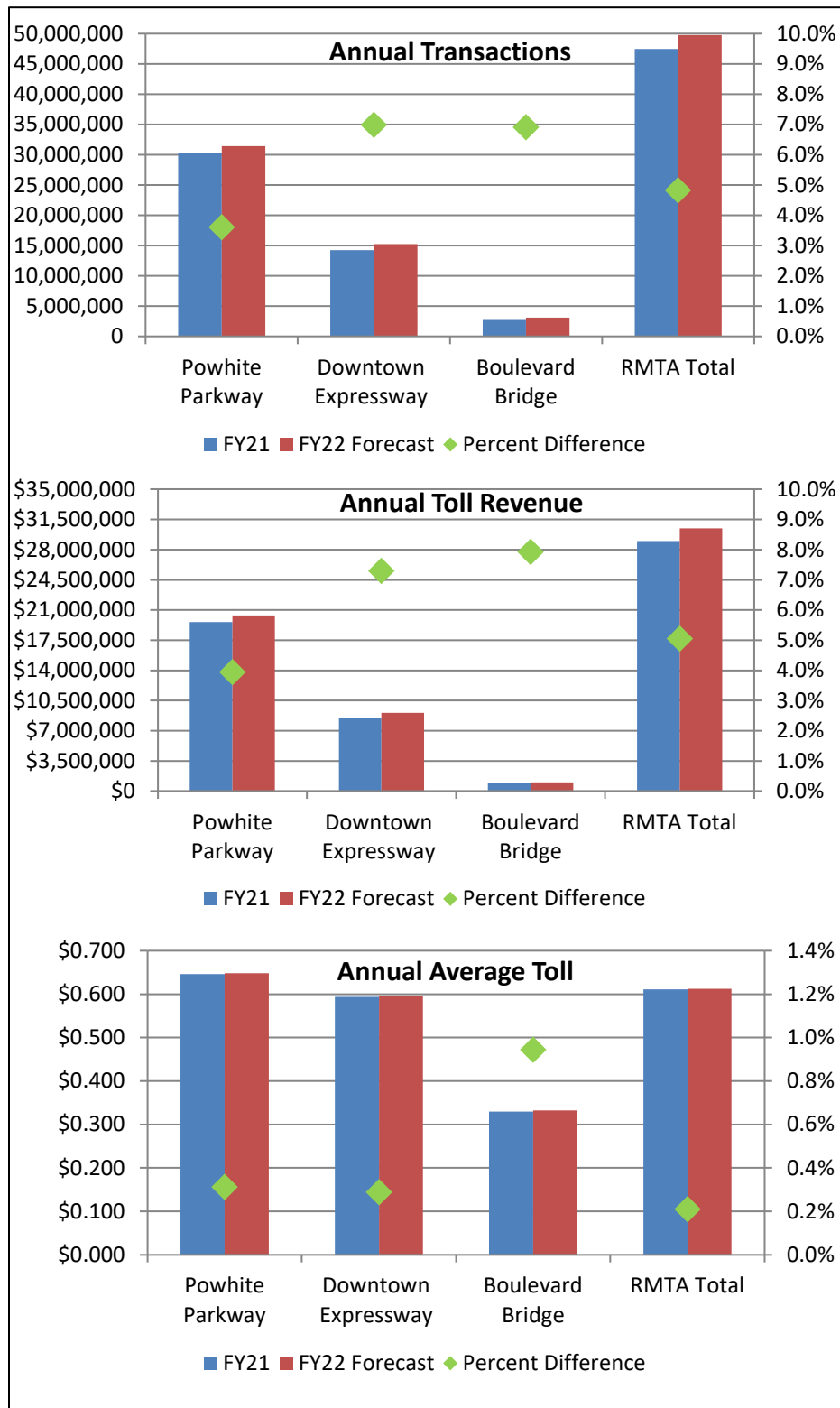
Table 12-1 and Figure 12-1 compare the annual FY21 actual transactions, revenue, and average toll rate to the FY22 forecast for each facility and the RMTA system as a whole. Table 12-2 compares the monthly FY21 actual transactions and revenue to the FY22 forecast for the RMTA system and the Powhite Parkway. Table 12-3 compares the monthly FY21 actual transactions and revenue to the FY22 forecast for the Downtown Expressway and Boulevard Bridge.

Table 12-1: Transactions, Revenue and Average Toll, FY 2021 vs FY 2022 Forecast

FY21 to FY22 Forecast				
Facility	FY21	FY22 Forecast	Difference	
			Absolute	Percent
Transactions				
Powhite Parkway	30,315,116	31,410,000	1,094,884	3.6%
Downtown Expressway	14,236,125	15,231,000	994,875	7.0%
Boulevard Bridge	2,893,121	3,093,000	199,879	6.9%
RMTA Total	47,444,362	49,734,000	2,289,638	4.8%
Toll Revenue				
Powhite Parkway	\$19,593,057	\$20,364,000	\$770,943	3.9%
Downtown Expressway	\$8,456,042	\$9,073,000	\$616,958	7.3%
Boulevard Bridge	\$953,502	\$1,029,000	\$75,498	7.9%
RMTA Total	\$29,002,601	\$30,466,000	\$1,463,399	5.0%
Average Toll				
Powhite Parkway	\$0.646	\$0.648	\$0.0020	0.3%
Downtown Expressway	\$0.594	\$0.596	\$0.0017	0.3%
Boulevard Bridge	\$0.330	\$0.333	\$0.0031	0.9%
RMTA Total	\$0.611	\$0.613	\$0.0013	0.2%

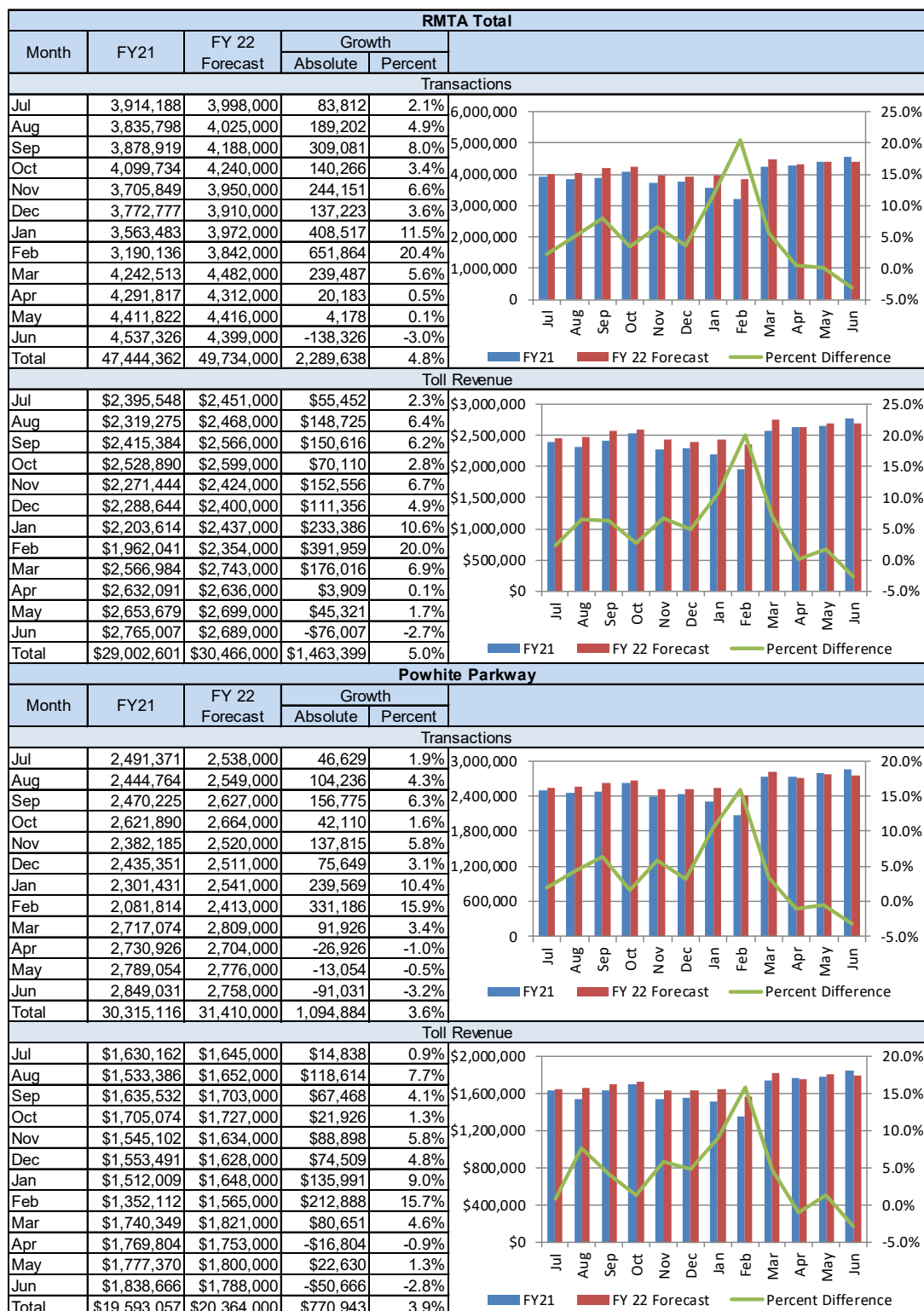


Figure 12-1: Transactions, Revenue and Average Toll, FY 2021 vs FY 2022 Forecast



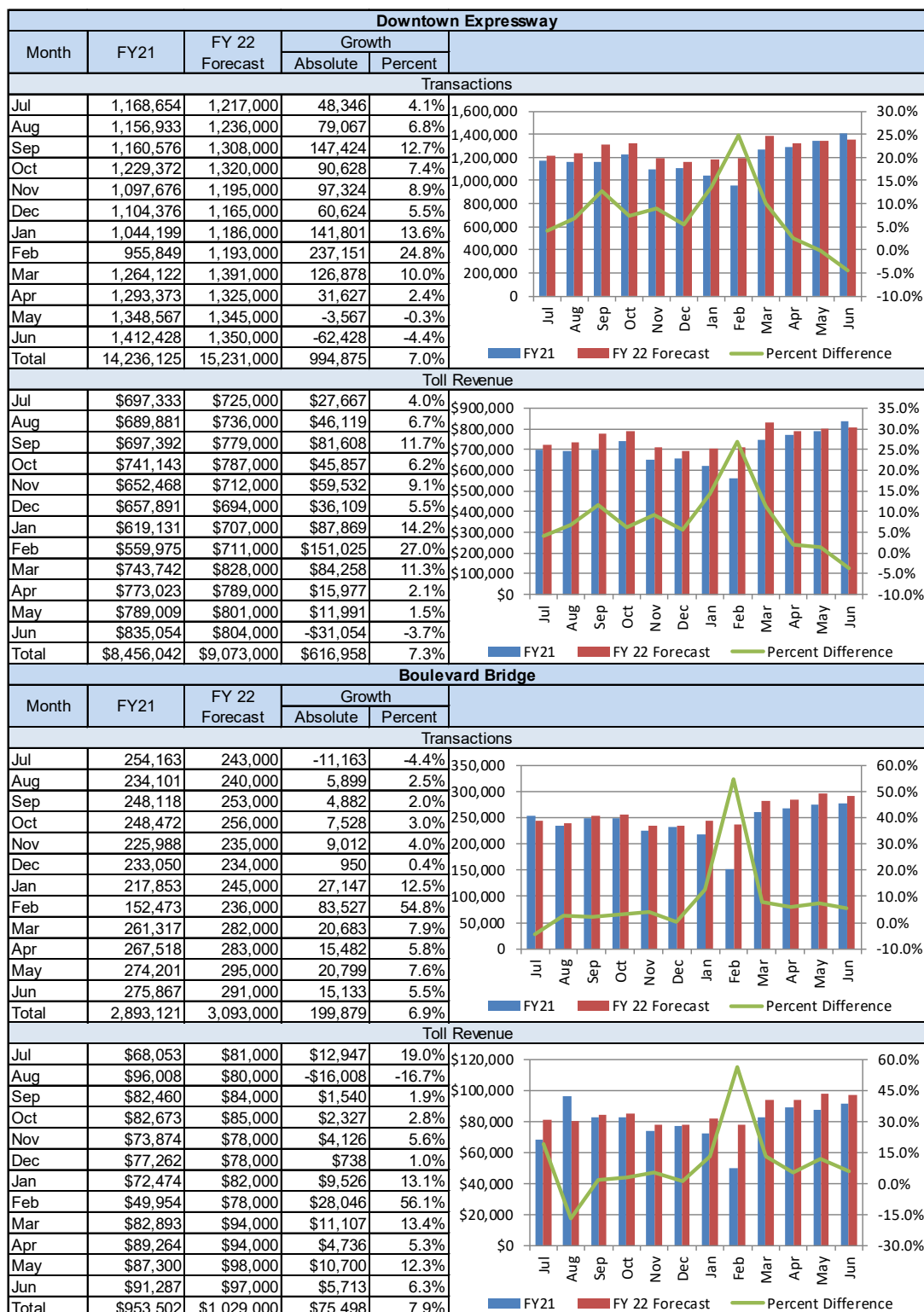
FY 2021 ANNUAL TRAFFIC AND TOLL REVENUE REPORT

Table 12-2: Monthly Transactions and Revenue for the RMTA System and Powhite Parkway, FY21 vs FY22 Forecast



FY 2021 ANNUAL TRAFFIC AND TOLL REVENUE REPORT

Table 12-3: Monthly Transactions and Revenue for the Downtown Expressway and Boulevard Bridge, FY21 vs FY22 Forecast



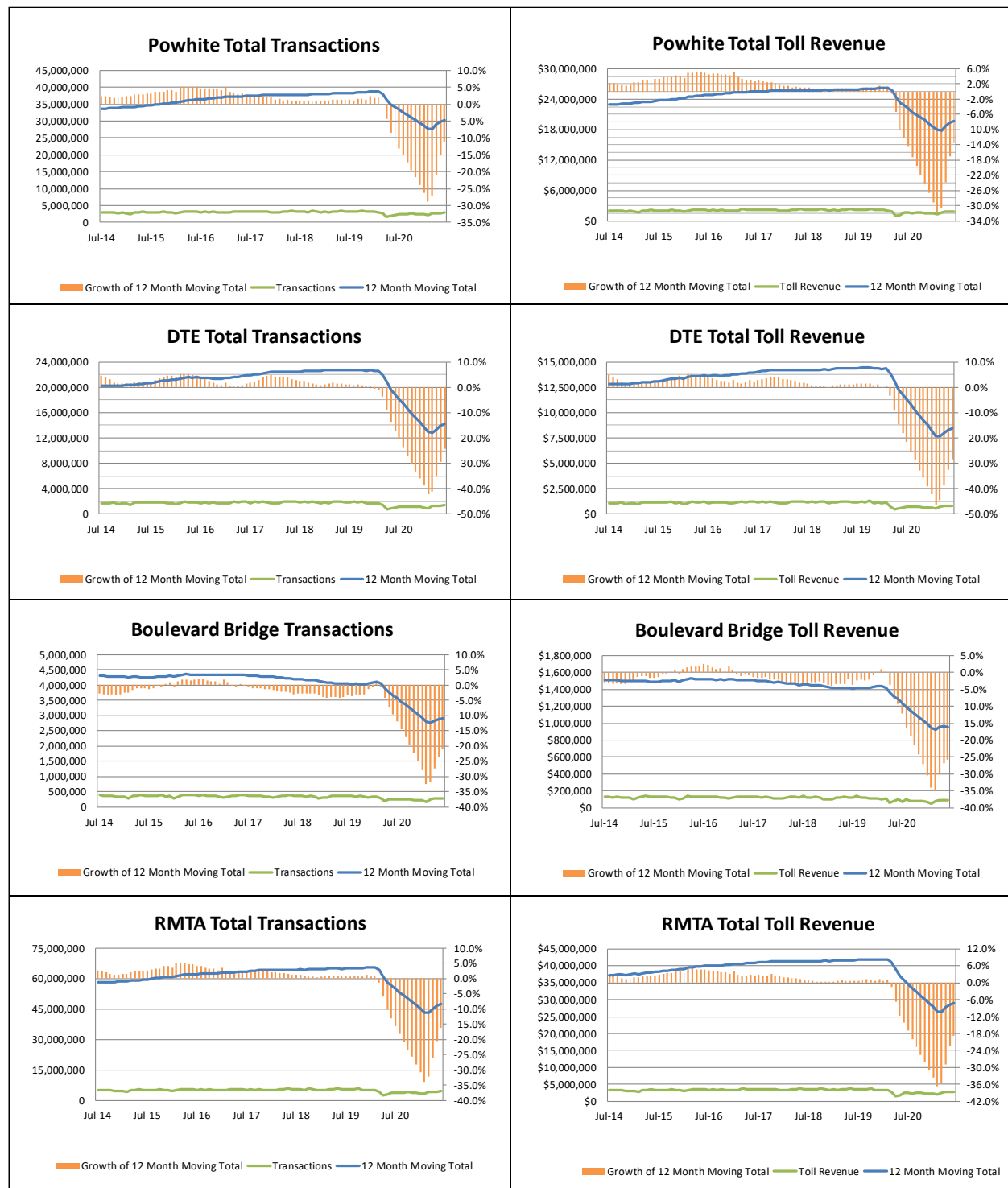
13.0 TRENDS BY FACILITY

13.1 T&R GROWTH TRENDS BY ALL FACILITIES

In this section, the long-term and short-term historical transactions and toll revenue by facility are provided. On the graphs on the following pages, the 12-month moving total is charted for each facility as well as the annualized percent change of that moving total. These two items allow for the review of growth by facility. The decreases in traffic due to the COVID-19 pandemic are the first on the Powhite Parkway and Downtown Expressway since the Great Recession about ten years ago. The Boulevard Bridge's traffic has been decreasing steadily since about July 2017, although it had one month of year-over-year traffic growth in February 2020, right before the COVID-19 pandemic impacted the Richmond area. The greatest 12-month decrease in traffic and revenue occurred from March 2020 to February 2021, in which traffic decreased by 31.7 percent and revenue decreased by 36.8 percent from the previous year (March 2019 to February 2020). Figure 13-1 shows the traffic and revenue growth trends for each facility and the RMTA system as a whole from July 2014 through June 2021.



Figure 13-1: Traffic and Revenue Growth Trends for All Facilities



13.2 RMTA T&R TRENDS

Table 13-1: Transactions by Payment Type and Day of Week, FY16-FY21, RMTA System

RMTA Total: Transactions by Payment Type by Day of Week for FY2016 to FY2021									
2016	Cash	ETC *	Non-Rev	Violations	ISF**	Total			
Mon	52,290	120,038	1,343	4,570	185	178,426			
Tue	55,559	132,714	1,497	4,864	206	194,840			
Wed	56,371	133,102	1,525	4,865	213	196,076			
Thu	57,689	132,821	1,498	5,020	222	197,248			
Fri	61,097	125,313	1,377	5,305	230	193,322			
Sat	50,848	70,757	731	4,332	164	126,833			
Sun	40,285	58,462	645	3,387	120	102,899			
Avg Weekday	56,604	128,829	1,448	4,925	211	192,018			
Avg Weekend	45,567	64,609	688	3,860	142	114,866			
Avg Day	53,468	110,581	1,232	4,622	191	170,095	Growth from previous FY		
2017	Cash	ETC *	Non-Rev	Violations	ISF**	Total	Cash	ETC	Total
Mon	49,057	123,799	1,290	4,752	138	179,036	-6.2%	3.1%	0.3%
Tue	52,401	138,542	1,480	5,317	159	197,899	-5.7%	4.4%	1.6%
Wed	53,446	140,464	1,504	5,481	167	201,062	-5.2%	5.5%	2.5%
Thu	54,625	140,844	1,469	5,617	171	202,726	-5.3%	6.0%	2.8%
Fri	59,419	136,080	1,373	5,891	184	202,946	-2.7%	8.6%	5.0%
Sat	48,402	75,543	714	4,757	131	129,547	-4.8%	6.8%	2.1%
Sun	38,333	62,385	630	3,555	95	104,997	-4.8%	6.7%	2.0%
Avg Weekday	53,811	135,946	1,423	5,413	164	196,758	-4.9%	5.5%	2.5%
Avg Weekend	43,367	68,964	672	4,156	113	117,272	-4.8%	6.7%	2.1%
Avg Day	50,835	116,861	1,209	5,055	149	174,110	-4.9%	5.7%	2.4%
2018	Cash	ETC *	Non-Rev	Violations	ISF**	Total	Cash	ETC	Total
Mon	46,076	130,855	1,223	4,733	133	183,021	-6.1%	5.7%	2.2%
Tue	48,643	143,708	1,401	5,030	141	198,922	-7.2%	3.7%	0.5%
Wed	49,120	144,349	1,445	5,326	153	200,394	-8.1%	2.8%	-0.3%
Thu	50,649	145,985	1,416	5,541	159	203,751	-7.3%	3.7%	0.5%
Fri	55,595	143,476	1,318	5,935	168	206,492	-6.4%	5.4%	1.7%
Sat	45,944	81,639	724	5,529	125	133,961	-5.1%	8.1%	3.4%
Sun	36,341	67,006	605	4,292	95	108,338	-5.2%	7.4%	3.2%
Avg Weekday	50,017	141,675	1,361	5,313	151	198,516	-7.1%	4.2%	0.9%
Avg Weekend	41,188	74,392	665	4,916	110	121,272	-5.0%	7.9%	3.4%
Avg Day	47,477	122,319	1,161	5,199	139	176,295	-6.6%	4.7%	1.3%
2019	Cash	ETC *	Non-Rev	Violations	ISF**	Total	Cash	ETC	Total
Mon	42,588	134,050	1,225	5,684	130	183,676	-7.6%	2.4%	0.4%
Tue	45,128	147,043	1,404	6,371	140	200,086	-7.2%	2.3%	0.6%
Wed	46,121	148,612	1,458	6,666	153	203,011	-6.1%	3.0%	1.3%
Thu	47,143	150,974	1,449	7,085	158	206,810	-6.9%	3.4%	1.5%
Fri	51,375	147,613	1,357	7,586	178	208,109	-7.6%	2.9%	0.8%
Sat	42,669	86,152	670	6,743	123	136,357	-7.1%	5.5%	1.8%
Sun	33,074	68,969	565	5,653	91	108,351	-9.0%	2.9%	0.0%
Avg Weekday	46,471	145,658	1,378	6,679	152	200,338	-7.1%	2.8%	0.9%
Avg Weekend	37,826	77,478	617	6,193	107	122,221	-8.2%	4.1%	0.8%
Avg Day	43,984	126,045	1,159	6,539	139	177,866	-7.4%	3.0%	0.9%
2020	Cash	ETC *	Non-Rev	Violations	ISF**	Total	Cash	ETC	Total
Mon	33,788	120,992	1,267	8,524	117	164,687	-20.7%	-9.7%	-10.3%
Tue	34,826	128,298	1,395	9,279	118	173,918	-22.8%	-12.7%	-13.1%
Wed	35,007	127,561	1,464	9,325	119	173,476	-24.1%	-14.2%	-14.5%
Thu	35,620	127,645	1,430	9,568	122	174,385	-24.4%	-15.5%	-15.7%
Fri	39,471	128,569	1,314	10,271	138	179,762	-23.2%	-12.9%	-13.6%
Sat	32,690	76,181	642	8,696	103	118,312	-23.4%	-11.6%	-13.2%
Sun	25,642	63,040	531	6,955	71	96,239	-22.5%	-8.6%	-11.2%
Avg Weekday	35,731	126,598	1,374	9,390	123	173,215	-23.1%	-13.1%	-13.5%
Avg Weekend	29,166	69,611	586	7,826	87	107,275	-22.9%	-10.2%	-12.2%
Avg Day	33,866	110,405	1,150	8,945	112	154,478	-23.0%	-12.4%	-13.1%
2021	Cash	ETC *	Non-Rev	Violations	ISF**	Total	Cash	ETC	Total
Mon	23,670	97,718	958	11,173	148	133,667	-29.9%	-19.2%	-18.8%
Tue	24,879	106,388	1,093	11,825	156	144,341	-28.6%	-17.1%	-17.0%
Wed	25,335	107,760	1,092	12,154	162	146,503	-27.6%	-15.5%	-15.5%
Thu	25,142	104,882	1,042	11,970	156	143,191	-29.4%	-17.8%	-17.9%
Fri	27,224	104,813	956	12,962	165	146,119	-31.0%	-18.5%	-18.7%
Sat	24,462	72,048	530	11,484	150	108,673	-25.2%	-5.4%	-8.1%
Sun	19,329	58,025	478	9,125	123	87,079	-24.6%	-8.0%	-9.5%
Avg Weekday	25,250	104,325	1,028	12,017	158	142,779	-29.3%	-17.6%	-17.6%
Avg Weekend	21,895	65,036	504	10,305	136	97,876	-24.9%	-6.6%	-8.8%
Avg Day	24,294	93,130	879	11,529	152	129,985	-28.3%	-15.6%	-15.9%



Table 13-2: Historical Traffic by Payment Type, RMTA System

RMTA Total: Historical Traffic by Payment Type									
FY	Cash	ETC *	Non-Rev	Violations	ISF**	Total	% ETC *	% Cash	% Viol
2016	19,569,321	40,472,616	451,060	1,691,787	70,085	62,254,869	65.0%	31.4%	2.7%
2017	18,554,882	42,654,178	441,292	1,845,142	54,527	63,550,021	67.1%	29.2%	2.9%
2018	17,329,072	44,646,593	423,601	1,897,560	50,817	64,347,642	69.4%	26.9%	2.9%
2019	16,054,158	46,006,416	423,212	2,386,647	50,675	64,921,108	70.9%	24.7%	3.7%
2020	12,394,881	40,408,171	420,877	3,273,987	41,158	56,539,074	71.5%	21.9%	5.8%
2021	8,867,430	33,992,631	320,793	4,208,206	55,302	47,444,362	71.6%	18.7%	8.9%
Growth							% Point Growth		
2016 to 2017	-5.2%	5.4%	-2.2%	9.1%	-22.2%	2.1%	2.1%	-2.2%	0.2%
2017 to 2018	-6.6%	4.7%	-4.0%	2.8%	-6.8%	1.3%	2.3%	-2.3%	0.0%
2018 to 2019	-7.4%	3.0%	-0.1%	25.8%	-0.3%	0.9%	1.5%	-2.2%	0.7%
2019 to 2020	-22.8%	-12.2%	-0.6%	37.2%	-18.8%	-12.9%	0.6%	-2.8%	2.1%
2020 to 2021	-28.5%	-15.9%	-23.8%	28.5%	34.4%	-16.1%	0.2%	-3.2%	3.1%

* ETC transactions are reporting only paid E-ZPass transactions and not non-rev or violation transactions that are from E-ZPass

**ISF transactions refer to the insufficient funds that were collected for them.

Figure 13-2: Annual Growth Rates by Day of Week, RMTA System

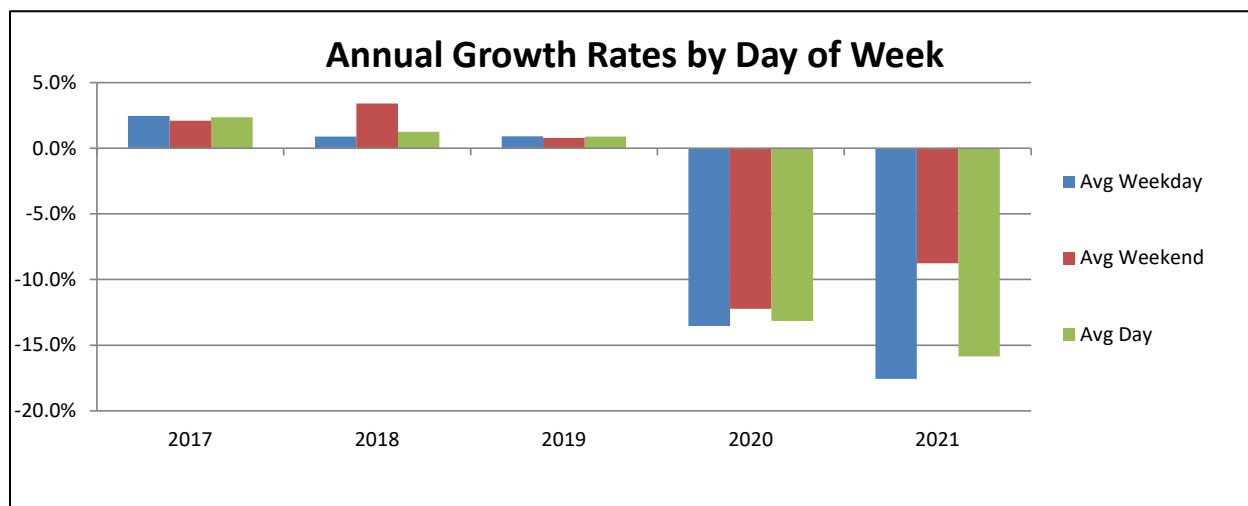
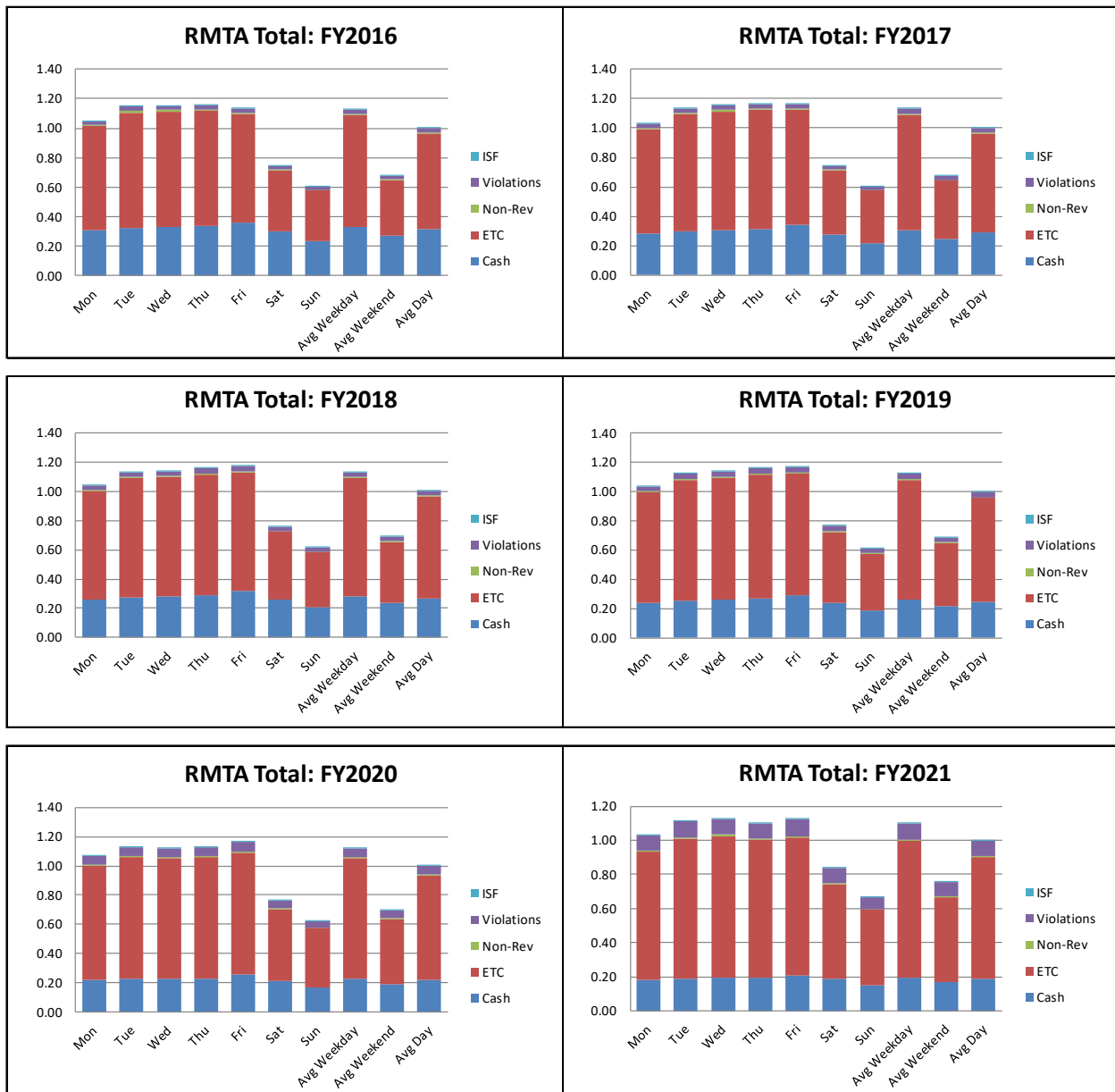
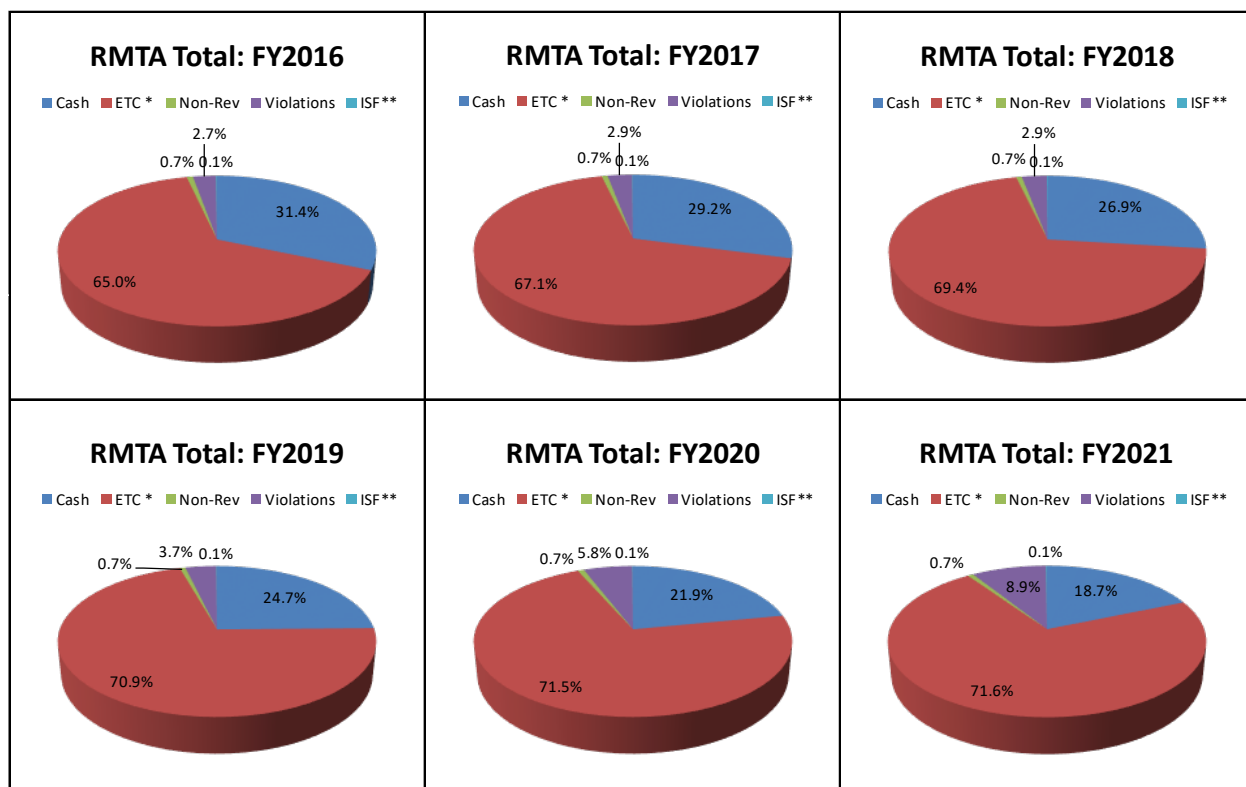


Figure 13-3: Day of Week by Payment Type by Fiscal Year, RMTA System



FY 2021 ANNUAL TRAFFIC AND TOLL REVENUE REPORT

Figure 13-4: Day of Week by Payment Type by Fiscal Year, RMTA System (continued)



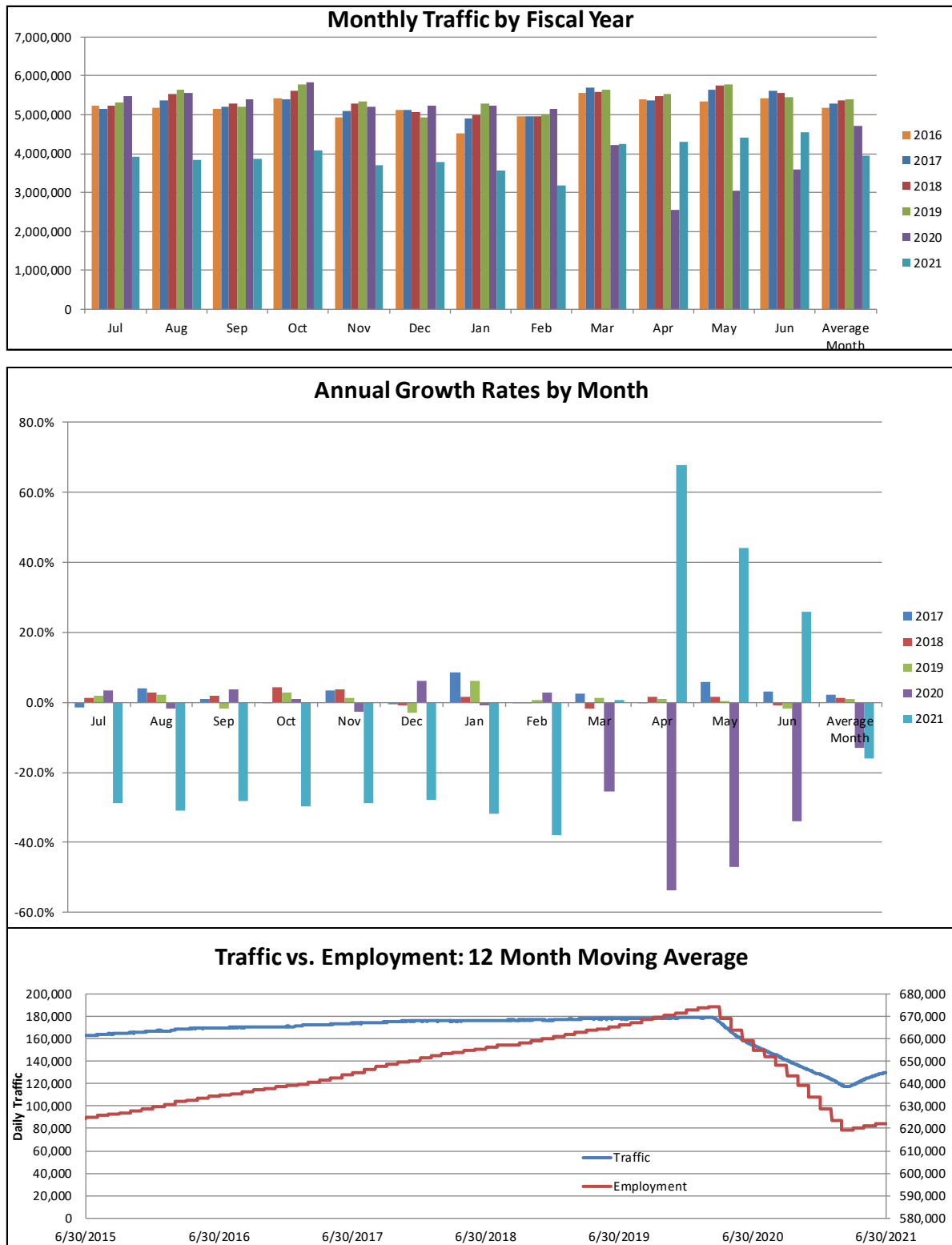
* ETC transactions are reporting only paid E-ZPass transactions and not non-rev or violation transactions that are from E-ZPass
 **ISF transactions refer to the insufficient funds that were collected for them.

Table 13-3: Historical Traffic by Month and Fiscal Year, RMTA System

Month	RMTA Total: Historical Traffic by Month and Fiscal Year											
	2016	Growth	2017	Growth	2018	Growth	2019	Growth	2020	Growth	2021	
Jul	5,238,336	-1.5%	5,159,243	1.2%	5,221,140	1.8%	5,313,472	3.3%	5,491,252	-28.7%	3,914,188	
Aug	5,171,293	4.1%	5,382,898	2.8%	5,534,604	2.1%	5,653,024	-1.7%	5,558,016	-31.0%	3,835,798	
Sep	5,146,077	0.9%	5,194,027	1.9%	5,293,760	-1.7%	5,202,557	3.8%	5,398,620	-28.1%	3,878,919	
Oct	5,412,545	-0.3%	5,394,531	4.3%	5,625,416	2.7%	5,778,478	1.0%	5,834,594	-29.7%	4,099,734	
Nov	4,929,144	3.4%	5,098,040	3.6%	5,281,771	1.3%	5,352,014	-2.6%	5,213,349	-28.9%	3,705,849	
Dec	5,137,215	-0.5%	5,112,595	-0.7%	5,075,347	-3.0%	4,922,529	6.2%	5,229,471	-27.9%	3,772,777	
Jan	4,527,838	8.4%	4,909,911	1.5%	4,982,501	6.0%	5,281,378	-0.9%	5,232,713	-31.9%	3,563,483	
Feb	4,974,342	0.0%	4,974,209	0.0%	4,973,483	0.6%	5,005,612	2.8%	5,144,438	-38.0%	3,190,136	
Mar	5,550,915	2.4%	5,685,501	-1.7%	5,587,466	1.2%	5,651,859	-25.5%	4,213,316	0.7%	4,242,513	
Apr	5,386,899	-0.1%	5,381,423	1.7%	5,470,524	1.1%	5,530,962	-53.8%	2,556,907	67.9%	4,291,817	
May	5,344,537	5.8%	5,653,827	1.6%	5,742,443	0.5%	5,771,823	-47.0%	3,061,462	44.1%	4,411,822	
Jun	5,435,728	3.1%	5,603,816	-0.8%	5,559,188	-1.8%	5,457,400	-33.9%	3,604,936	25.9%	4,537,326	
Total	62,254,869	2.1%	63,550,021	1.3%	64,347,642	0.9%	64,921,108	-12.9%	56,539,074	-16.1%	47,444,362	



Figure 13-5: Historical Monthly Traffic and Comparison to Employment, RMTA System



13.3 POWHITE PARKWAY T&R TRENDS

Table 13-4: Transactions by Payment Type and Day of Week, FY16-FY21, Powwhite Pkwy.

Powwhite Total: Transactions by Payment Type by Day of Week for FY2016 to FY2021									
2016	Cash	ETC *	Non-Rev	Violations	ISF**	Total			
Mon	31,365	69,253	767	2,257	114	103,755			
Tue	33,025	75,950	848	2,378	127	112,327			
Wed	33,566	76,504	851	2,317	131	113,369			
Thu	34,175	76,140	840	2,415	137	113,707			
Fri	36,163	72,479	760	2,571	139	112,113			
Sat	30,871	43,594	394	2,213	93	77,167			
Sun	24,449	35,658	353	1,714	70	62,243			
Avg Weekday	33,660	74,082	813	2,388	130	111,073			
Avg Weekend	27,660	39,626	374	1,964	81	69,705			
Avg Day	31,955	64,291	688	2,267	116	99,318	Growth from previous FY		
2017	Cash	ETC *	Non-Rev	Violations	ISF**	Total	Cash	ETC	Total
Mon	29,785	71,848	736	2,512	83	104,963	-5.0%	3.7%	1.2%
Tue	31,563	79,845	842	2,612	92	114,954	-4.4%	5.1%	2.3%
Wed	32,108	80,910	844	2,691	98	116,650	-4.3%	5.8%	2.9%
Thu	32,799	80,912	823	2,739	101	117,374	-4.0%	6.3%	3.2%
Fri	35,670	78,937	758	3,015	106	118,486	-1.4%	8.9%	5.7%
Sat	29,861	46,514	383	2,553	72	79,383	-3.3%	6.7%	2.9%
Sun	23,745	38,154	340	1,969	53	64,261	-2.9%	7.0%	3.2%
Avg Weekday	32,397	78,492	800	2,715	96	114,501	-3.8%	6.0%	3.1%
Avg Weekend	26,803	42,334	361	2,261	62	71,822	-3.1%	6.8%	3.0%
Avg Day	30,803	68,190	675	2,586	86	102,340	-3.6%	6.1%	3.0%
2018	Cash	ETC *	Non-Rev	Violations	ISF**	Total	Cash	ETC	Total
Mon	28,141	75,960	699	1,860	82	106,741	-5.5%	5.7%	1.7%
Tue	29,443	82,923	792	1,964	86	115,209	-6.7%	3.9%	0.2%
Wed	29,668	83,123	816	2,243	92	115,942	-7.6%	2.7%	-0.6%
Thu	30,548	84,033	800	2,367	97	117,846	-6.9%	3.9%	0.4%
Fri	33,506	83,265	730	2,502	102	120,105	-6.1%	5.5%	1.4%
Sat	28,479	50,029	383	2,540	72	81,503	-4.6%	7.6%	2.7%
Sun	22,629	40,869	321	2,006	54	65,879	-4.7%	7.1%	2.5%
Avg Weekday	30,261	81,861	767	2,187	92	115,169	-6.6%	4.3%	0.6%
Avg Weekend	25,582	45,492	353	2,276	63	73,765	-4.6%	7.5%	2.7%
Avg Day	28,915	71,399	648	2,213	83	103,258	-6.1%	4.7%	0.9%
2019	Cash	ETC *	Non-Rev	Violations	ISF**	Total	Cash	ETC	Total
Mon	26,133	78,115	720	2,571	81	107,620	-7.1%	2.8%	0.8%
Tue	27,521	85,252	817	2,857	87	116,533	-6.5%	2.8%	1.1%
Wed	27,985	86,304	841	3,033	97	118,261	-5.7%	3.8%	2.0%
Thu	28,589	87,178	833	3,164	102	119,866	-6.4%	3.7%	1.7%
Fri	31,097	85,687	775	3,489	110	121,157	-7.2%	2.9%	0.9%
Sat	26,575	52,707	358	3,431	72	83,143	-6.7%	5.4%	2.0%
Sun	20,706	42,177	303	3,001	53	66,239	-8.5%	3.2%	0.5%
Avg Weekday	28,265	84,507	797	3,023	95	116,687	-6.6%	3.2%	1.3%
Avg Weekend	23,612	47,392	330	3,214	63	74,611	-7.7%	4.2%	1.1%
Avg Day	26,926	73,830	663	3,078	86	104,583	-6.9%	3.4%	1.3%
2020	Cash	ETC *	Non-Rev	Violations	ISF**	Total	Cash	ETC	Total
Mon	20,844	72,897	751	4,650	76	99,217	-20.2%	-6.7%	-7.8%
Tue	21,335	76,460	818	5,147	78	103,837	-22.5%	-10.3%	-10.9%
Wed	21,409	76,403	856	5,193	79	103,940	-23.5%	-11.5%	-12.1%
Thu	21,719	75,807	832	5,264	81	103,701	-24.0%	-13.0%	-13.5%
Fri	24,128	77,055	763	5,675	89	107,709	-22.4%	-10.1%	-11.1%
Sat	20,506	47,235	347	4,907	59	73,055	-22.8%	-10.4%	-12.1%
Sun	16,012	39,316	290	3,939	43	59,600	-22.7%	-6.8%	-10.0%
Avg Weekday	21,881	75,716	804	5,183	80	103,664	-22.6%	-10.4%	-11.2%
Avg Weekend	18,259	43,276	318	4,423	51	66,327	-22.7%	-8.7%	-11.1%
Avg Day	20,852	66,498	666	4,967	72	93,055	-22.6%	-9.9%	-11.0%
2021	Cash	ETC *	Non-Rev	Violations	ISF**	Total	Cash	ETC	Total
Mon	15,589	63,603	578	6,116	89	85,975	-25.2%	-12.7%	-13.3%
Tue	16,202	68,873	657	6,425	93	92,250	-24.1%	-9.9%	-11.2%
Wed	16,483	69,715	648	6,637	95	93,577	-23.0%	-8.8%	-10.0%
Thu	16,412	67,660	619	6,521	91	91,303	-24.4%	-10.7%	-12.0%
Fri	17,842	67,700	564	7,076	95	93,277	-26.1%	-12.1%	-13.4%
Sat	16,279	46,731	295	6,174	83	69,563	-20.6%	-1.1%	-4.8%
Sun	12,851	37,274	263	4,782	68	55,238	-19.7%	-5.2%	-7.3%
Avg Weekday	16,506	67,518	614	6,555	92	91,285	-24.6%	-10.8%	-11.9%
Avg Weekend	14,565	42,002	279	5,478	76	62,400	-20.2%	-2.9%	-5.9%
Avg Day	15,953	60,248	518	6,248	88	83,055	-23.5%	-9.4%	-10.7%



Table 13-5: Historical Traffic by Payment Type, Powhite Parkway

Powhite Total: Historical Traffic by Payment Type									
FY	Cash	ETC *	Non-Rev	Violations	ISF**	Total	% ETC	% Cash	% Viol
2016	11,695,626	23,530,670	251,949	829,739	42,444	36,350,428	64.7%	32.2%	2.3%
2017	11,243,265	24,889,194	246,470	943,723	31,510	37,354,162	66.6%	30.1%	2.5%
2018	10,554,095	26,060,547	236,527	807,618	30,435	37,689,222	69.1%	28.0%	2.1%
2019	9,828,132	26,947,999	241,907	1,123,418	31,336	38,172,792	70.6%	25.7%	2.9%
2020	7,631,667	24,338,303	243,676	1,818,037	26,404	34,058,087	71.5%	22.4%	5.3%
2021	5,822,745	21,990,560	189,190	2,280,634	31,987	30,315,116	72.5%	19.2%	7.5%
Growth							% Point Growth		
2016 to 2017	-3.9%	5.8%	-2.2%	13.7%	-25.8%	2.8%	1.9%	-2.1%	0.2%
2017 to 2018	-6.1%	4.7%	-4.0%	-14.4%	-3.4%	0.9%	2.5%	-2.1%	-0.4%
2018 to 2019	-6.9%	3.4%	2.3%	39.1%	3.0%	1.3%	1.4%	-2.3%	0.8%
2019 to 2020	-22.3%	-9.7%	0.7%	61.8%	-15.7%	-10.8%	0.9%	-3.3%	2.4%
2020 to 2021	-23.7%	-9.6%	-22.4%	25.4%	21.1%	-11.0%	1.1%	-3.2%	2.2%

* ETC transactions are reporting only paid E-ZPass transactions and not non-rev or violation transactions that are from E-ZPass

**ISF transactions refer to the insufficient funds that were collected for them.

Figure 13-6: Annual Growth Rates by Day of Week, Powhite Parkway

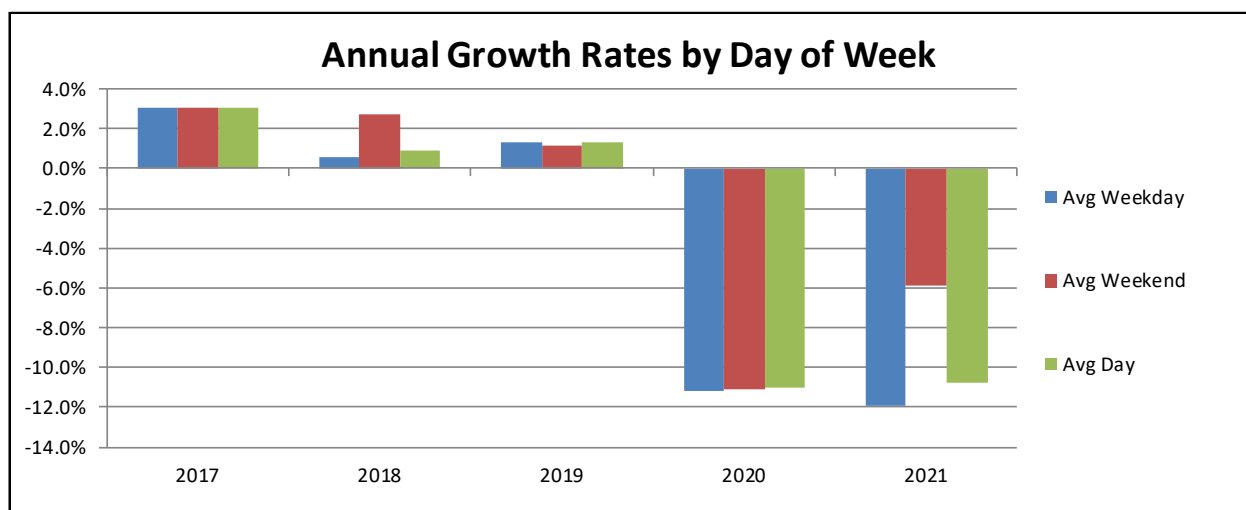
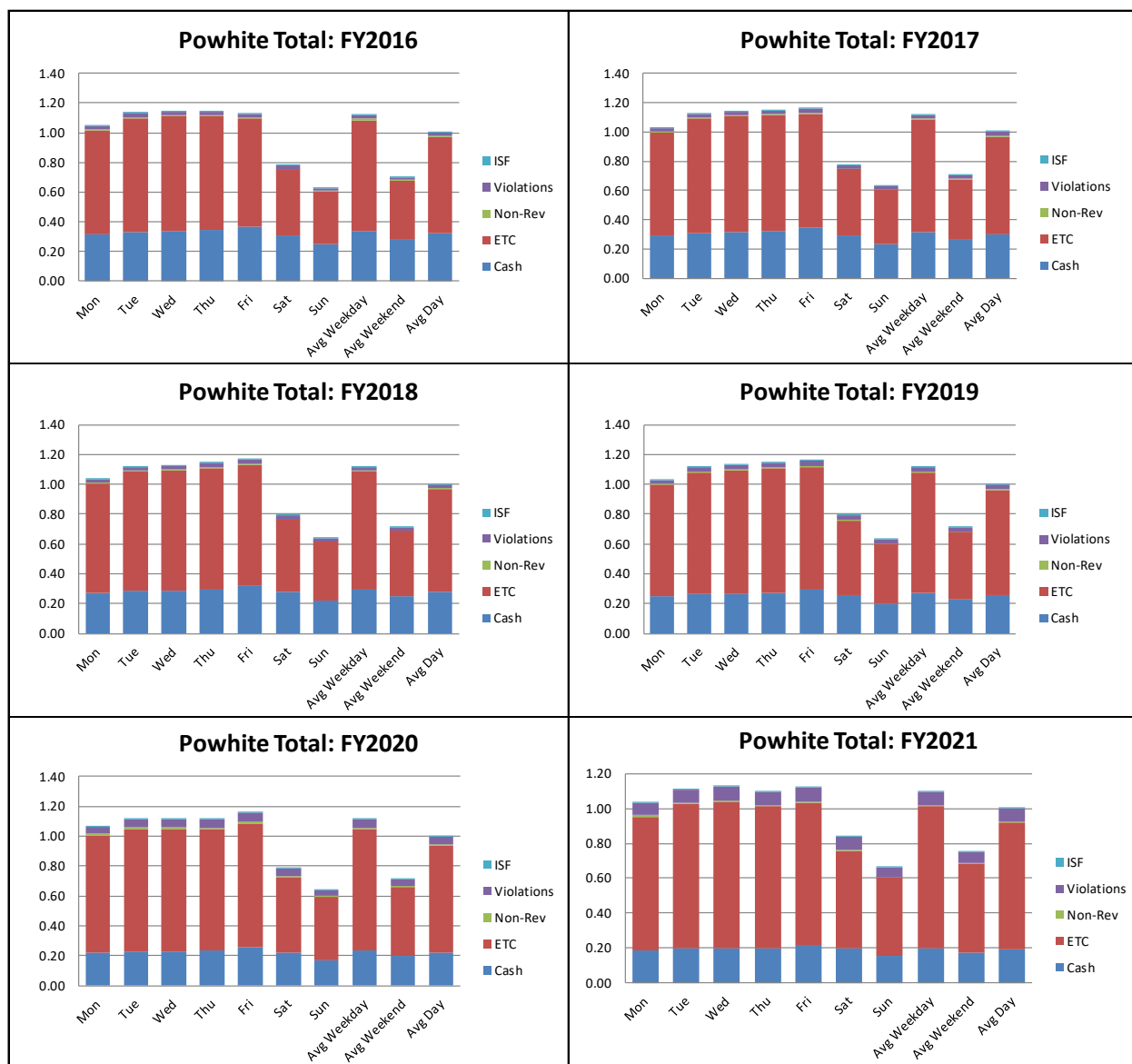
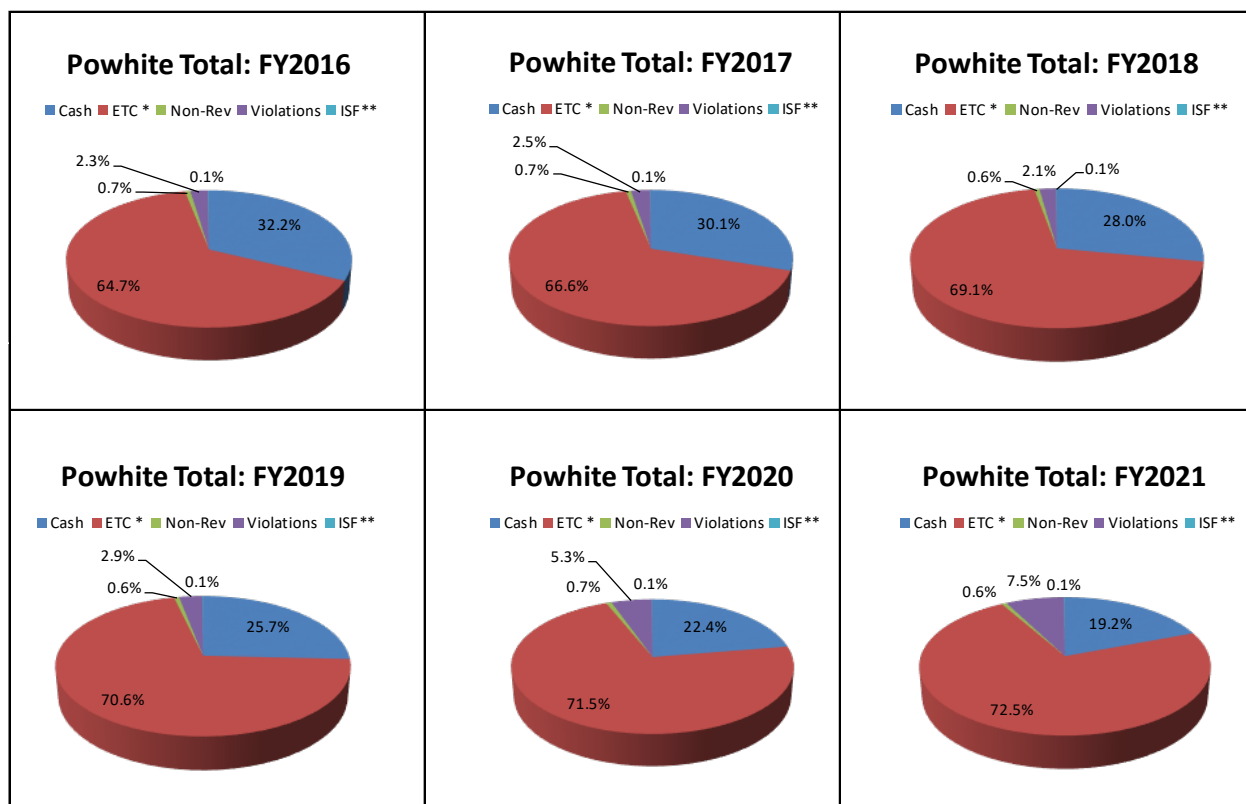


Figure 13-7: Day of Week by Payment Type by Fiscal Year, Powhite Parkway



FY 2021 ANNUAL TRAFFIC AND TOLL REVENUE REPORT

Figure 13-8: Day of Week by Payment Type by Fiscal Year, Powhite Parkway (continued)



* ETC transactions are reporting only paid E-ZPass transactions and not non-rev or violation transactions that are from E-ZPass

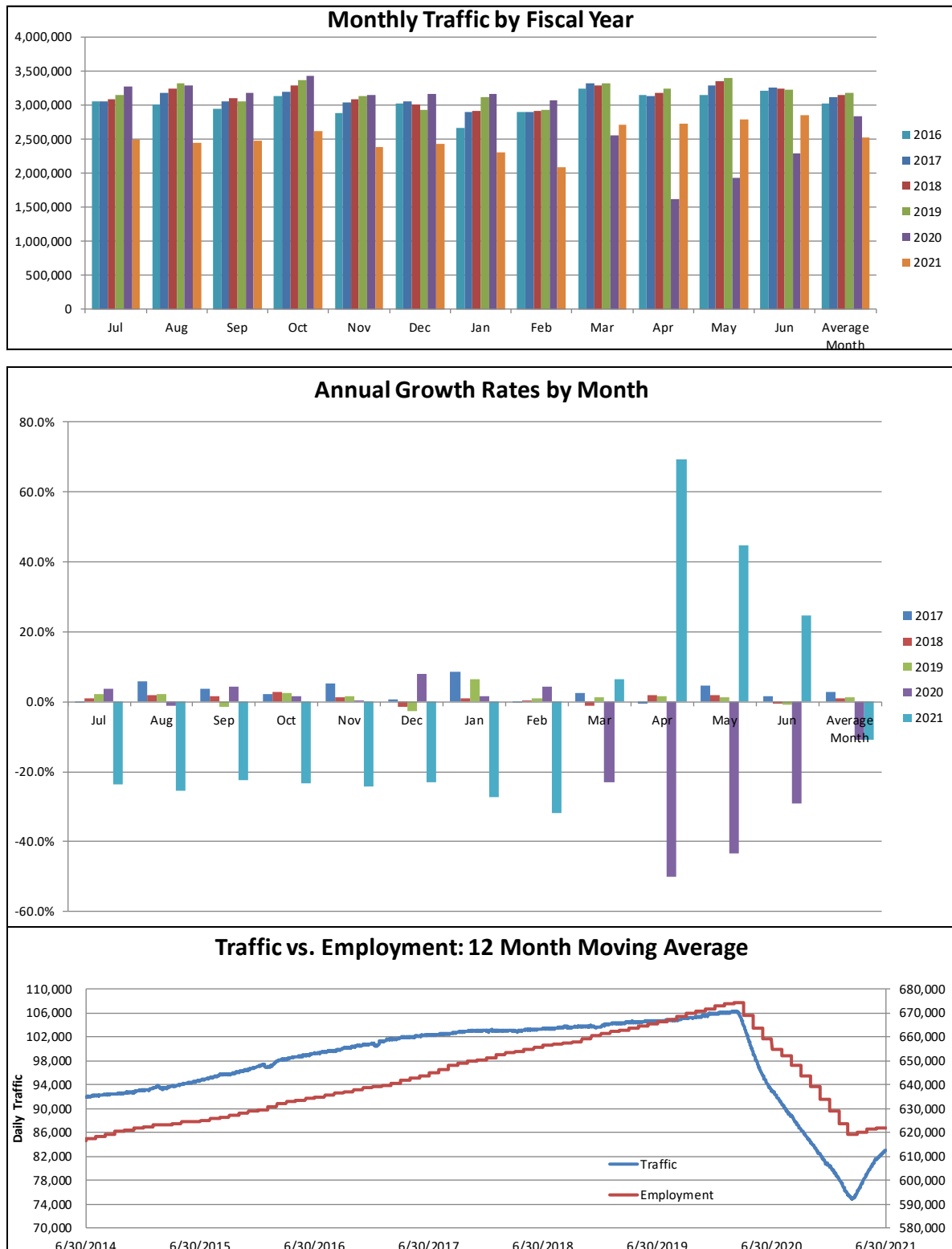
**ISF transactions refer to the insufficient funds that were collected for them.

Table 13-6: Historical Traffic by Month and Fiscal Year, Powhite Parkway

Month	Powhite Total: Historical Traffic by Month and Fiscal Year										
	2016	Growth	2017	Growth	2018	Growth	2019	Growth	2020	Growth	2021
Jul	3,053,511	0.0%	3,052,797	1.1%	3,085,096	2.2%	3,153,319	3.6%	3,266,417	-23.7%	2,491,371
Aug	3,011,736	5.7%	3,183,563	2.0%	3,245,795	2.2%	3,318,244	-1.1%	3,281,132	-25.5%	2,444,764
Sep	2,943,992	3.7%	3,052,363	1.4%	3,095,976	-1.5%	3,049,060	4.3%	3,181,545	-22.4%	2,470,225
Oct	3,126,198	2.1%	3,190,790	2.9%	3,283,113	2.5%	3,366,053	1.7%	3,422,697	-23.4%	2,621,890
Nov	2,887,396	5.3%	3,039,565	1.4%	3,080,794	1.7%	3,132,066	0.3%	3,140,588	-24.1%	2,382,185
Dec	3,025,021	0.8%	3,048,451	-1.3%	3,008,307	-2.5%	2,931,685	7.8%	3,161,559	-23.0%	2,435,351
Jan	2,665,391	8.6%	2,894,435	0.9%	2,919,845	6.5%	3,110,522	1.7%	3,163,748	-27.3%	2,301,431
Feb	2,898,470	-0.2%	2,892,152	0.5%	2,905,426	1.0%	2,935,137	4.3%	3,061,525	-32.0%	2,081,814
Mar	3,235,731	2.6%	3,319,480	-1.2%	3,280,842	1.2%	3,321,721	-23.1%	2,555,371	6.3%	2,717,074
Apr	3,143,904	-0.6%	3,125,588	1.9%	3,185,294	1.7%	3,238,127	-50.2%	1,612,151	69.4%	2,730,926
May	3,148,539	4.6%	3,292,897	1.8%	3,351,264	1.4%	3,398,421	-43.3%	1,927,428	44.7%	2,789,054
Jun	3,210,539	1.6%	3,262,081	-0.4%	3,247,470	-0.9%	3,218,437	-29.0%	2,283,926	24.7%	2,849,031
Total	36,350,428	2.8%	37,354,162	0.9%	37,689,222	1.3%	38,172,792	-10.8%	34,058,087	-11.0%	30,315,116



Figure 13-9: Historical Monthly Traffic and Comparison to Employment, Powhite Parkway



13.4 DOWNTOWN EXPRESSWAY T&R TRENDS

Table 13-7: Transactions by Payment Type and Day of Week, FY16-FY21, DTE

DTE Total: Transactions by Payment Type by Day of Week for FY2016 to FY2021									
2016	Cash	ETC *	Non-Rev	Violations	ISF**	Total			
Mon	13,874	46,315	498	2,196	62	62,945			
Tue	15,003	51,813	561	2,357	69	69,802			
Wed	15,176	51,571	578	2,421	72	69,817			
Thu	15,795	51,636	569	2,477	75	70,552			
Fri	16,967	47,917	530	2,591	81	68,086			
Sat	13,537	23,052	275	1,996	65	38,925			
Sun	10,587	19,375	236	1,571	45	31,813			
Avg Weekday	15,364	49,863	547	2,409	72	68,255			
Avg Weekend	12,062	21,214	256	1,783	55	35,369			
Avg Day	14,426	41,723	464	2,231	67	58,911	Growth from previous FY		
2017	Cash	ETC *	Non-Rev	Violations	ISF**	Total	Cash	ETC	Total
Mon	12,630	47,273	479	2,048	51	62,480	-9.0%	2.1%	-0.7%
Tue	13,703	53,403	552	2,489	61	70,207	-8.7%	3.1%	0.6%
Wed	14,133	54,212	566	2,571	63	71,545	-6.9%	5.1%	2.5%
Thu	14,564	54,549	557	2,665	64	72,399	-7.8%	5.6%	2.6%
Fri	16,031	51,763	529	2,636	72	71,030	-5.5%	8.0%	4.3%
Sat	12,450	24,658	269	1,988	55	39,419	-8.0%	7.0%	1.3%
Sun	9,702	20,630	235	1,392	40	31,999	-8.4%	6.5%	0.6%
Avg Weekday	14,219	52,238	536	2,482	62	69,538	-7.5%	4.8%	1.9%
Avg Weekend	11,076	22,644	252	1,690	47	35,709	-8.2%	6.7%	1.0%
Avg Day	13,324	43,806	455	2,257	58	59,899	-7.6%	5.0%	1.7%
2018	Cash	ETC *	Non-Rev	Violations	ISF**	Total	Cash	ETC	Total
Mon	11,787	49,941	447	2,664	46	64,885	-6.7%	5.6%	3.8%
Tue	12,688	55,299	520	2,804	51	71,363	-7.4%	3.6%	1.6%
Wed	13,003	55,754	537	2,850	56	72,200	-8.0%	2.8%	0.9%
Thu	13,501	56,406	525	2,944	57	73,433	-7.3%	3.4%	1.4%
Fri	15,081	54,625	500	3,162	61	73,429	-5.9%	5.5%	3.4%
Sat	11,866	26,983	280	2,681	50	41,860	-4.7%	9.4%	6.2%
Sun	9,202	22,283	231	2,048	38	33,801	-5.2%	8.0%	5.6%
Avg Weekday	13,212	54,405	506	2,885	54	71,062	-7.1%	4.1%	2.2%
Avg Weekend	10,547	24,655	255	2,368	44	37,869	-4.8%	8.9%	6.0%
Avg Day	12,445	45,847	434	2,736	51	61,513	-6.6%	4.7%	2.7%
2019	Cash	ETC *	Non-Rev	Violations	ISF**	Total	Cash	ETC	Total
Mon	10,943	50,976	436	2,828	45	65,227	-7.2%	2.1%	0.5%
Tue	11,765	56,341	505	3,228	48	71,887	-7.3%	1.9%	0.7%
Wed	12,109	56,653	529	3,360	51	72,703	-6.9%	1.6%	0.7%
Thu	12,401	58,127	527	3,647	51	74,752	-8.2%	3.1%	1.8%
Fri	13,845	56,219	499	3,760	63	74,386	-8.2%	2.9%	1.3%
Sat	11,014	28,777	254	3,002	46	43,093	-7.2%	6.6%	2.9%
Sun	8,281	22,967	212	2,374	34	33,868	-10.0%	3.1%	0.2%
Avg Weekday	12,213	55,663	499	3,365	52	71,791	-7.6%	2.3%	1.0%
Avg Weekend	9,634	25,845	233	2,685	40	38,437	-8.6%	4.8%	1.5%
Avg Day	11,471	47,085	422	3,169	48	62,196	-7.8%	2.7%	1.1%
2020	Cash	ETC *	Non-Rev	Violations	ISF**	Total	Cash	ETC	Total
Mon	8,080	43,390	449	3,459	35	55,413	-26.2%	-14.9%	-15.0%
Tue	8,430	46,810	495	3,753	35	59,524	-28.3%	-16.9%	-17.2%
Wed	8,548	46,072	522	3,749	34	58,924	-29.4%	-18.7%	-19.0%
Thu	8,794	46,758	512	3,923	35	60,022	-29.1%	-19.6%	-19.7%
Fri	9,876	46,225	470	4,183	43	60,797	-28.7%	-17.8%	-18.3%
Sat	7,822	24,537	233	3,405	38	36,034	-29.0%	-14.7%	-16.4%
Sun	6,093	20,021	188	2,687	24	29,014	-26.4%	-12.8%	-14.3%
Avg Weekday	8,742	45,845	489	3,812	36	58,925	-28.4%	-17.6%	-17.9%
Avg Weekend	6,958	22,279	210	3,046	31	32,524	-27.8%	-13.8%	-15.4%
Avg Day	8,235	39,149	410	3,594	35	51,423	-28.2%	-16.9%	-17.3%
2021	Cash	ETC *	Non-Rev	Violations	ISF**	Total	Cash	ETC	Total
Mon	5,164	30,138	325	4,323	59	40,010	-36.1%	-30.5%	-27.8%
Tue	5,528	33,024	372	4,577	63	43,564	-34.4%	-29.5%	-26.8%
Wed	5,639	33,461	380	4,712	67	44,259	-34.0%	-27.4%	-24.9%
Thu	5,625	32,750	359	4,680	65	43,478	-36.0%	-30.0%	-27.6%
Fri	6,203	32,613	330	5,074	71	44,291	-37.2%	-29.4%	-27.1%
Sat	5,406	21,447	186	4,540	66	31,645	-30.9%	-12.6%	-12.2%
Sun	4,187	17,533	171	3,728	55	25,674	-31.3%	-12.4%	-11.5%
Avg Weekday	5,632	32,401	353	4,674	65	43,125	-35.6%	-29.3%	-26.8%
Avg Weekend	4,796	19,490	178	4,134	61	28,659	-31.1%	-12.5%	-11.9%
Avg Day	5,394	28,722	303	4,520	64	39,003	-34.5%	-26.6%	-24.2%



Table 13-8: Historical Traffic by Payment Type, Downtown Expressway

DTE Total: Historical Traffic by Payment Type									
FY	Cash	ETC *	Non-Rev	Violations	ISF**	Total	% ETC	% Cash	% Viol
2016	5,279,821	15,270,437	169,986	816,546	24,479	21,561,269	70.8%	24.5%	3.8%
2017	4,863,154	15,989,100	166,224	823,629	21,112	21,863,219	73.1%	22.2%	3.8%
2018	4,542,569	16,734,130	158,352	998,603	18,690	22,452,343	74.5%	20.2%	4.4%
2019	4,186,898	17,186,089	154,198	1,156,772	17,611	22,701,568	75.7%	18.4%	5.1%
2020	3,013,980	14,328,484	150,115	1,315,514	12,671	18,820,764	76.1%	16.0%	7.0%
2021	1,968,733	10,483,646	110,735	1,649,696	23,315	14,236,125	73.6%	13.8%	11.6%
Growth							% Point Growth		
2016 to 2017	-7.9%	4.7%	-2.2%	0.9%	-13.8%	1.4%	2.3%	-2.2%	0.0%
2017 to 2018	-6.6%	4.7%	-4.7%	21.2%	-11.5%	2.7%	1.4%	-2.0%	0.7%
2018 to 2019	-7.8%	2.7%	-2.6%	15.8%	-5.8%	1.1%	1.2%	-1.8%	0.6%
2019 to 2020	-28.0%	-16.6%	-2.6%	13.7%	-28.1%	-17.1%	0.4%	-2.4%	1.9%
2020 to 2021	-34.7%	-26.8%	-26.2%	25.4%	84.0%	-24.4%	-2.5%	-2.2%	4.6%

* ETC transactions are reporting only paid E-ZPass transactions and not non-rev or violation transactions that are from E-ZPass

**ISF transactions refer to the insufficient funds that were collected for them.

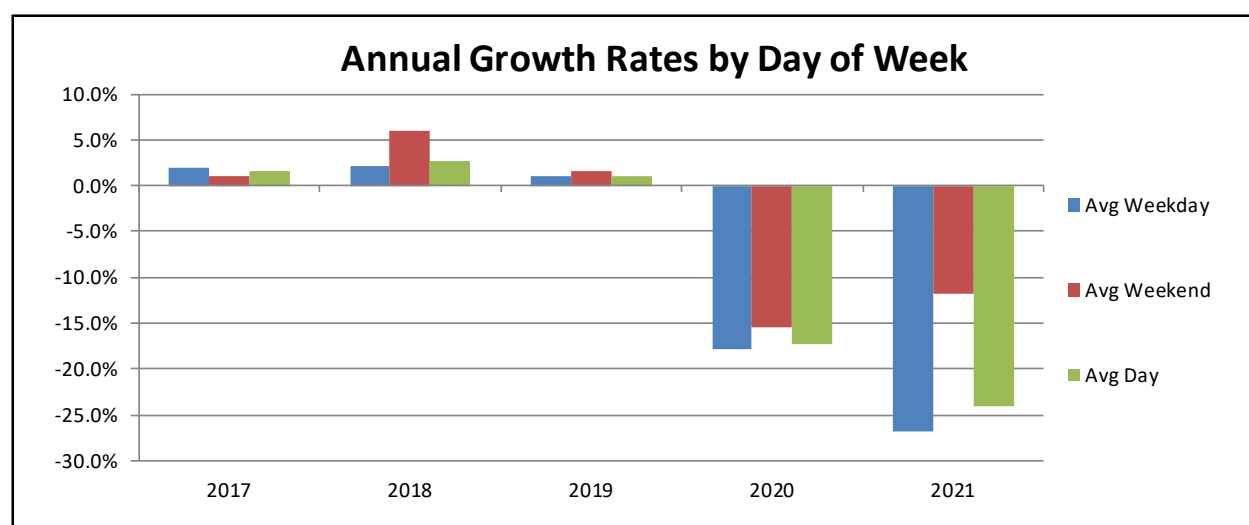
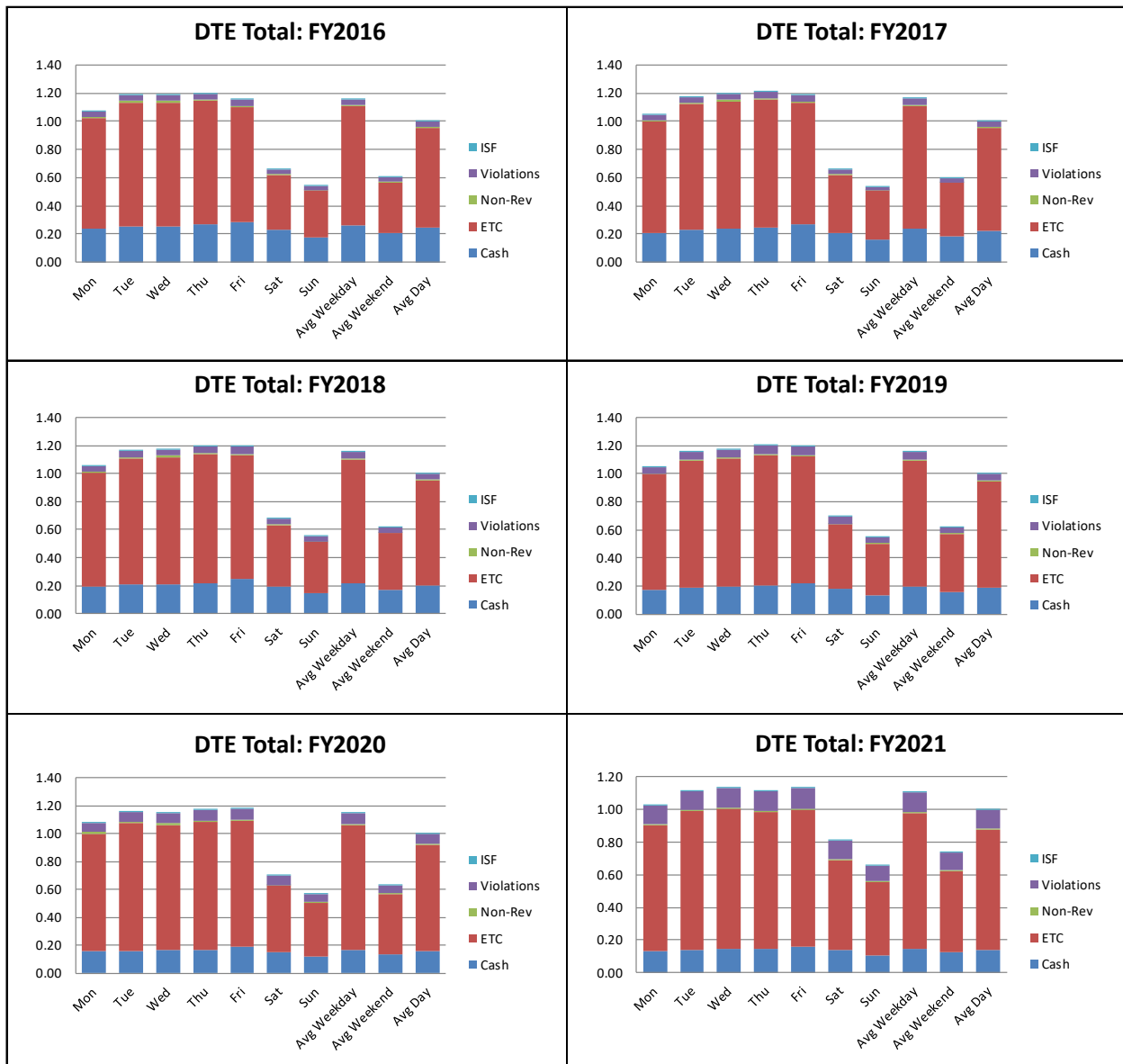
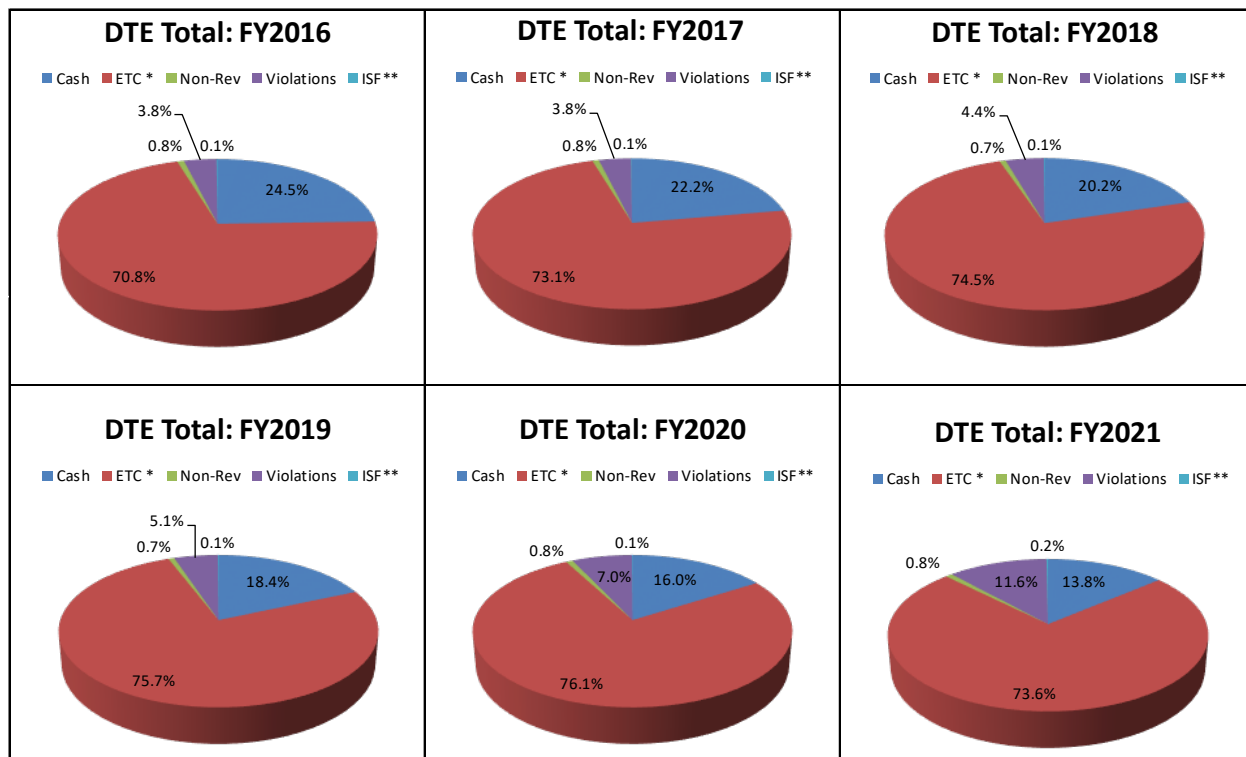
Figure 13-10: Annual Growth Rates by Day of Week, Downtown Expressway

Figure 13-11: Day of Week by Payment Type by Fiscal Year, Downtown Expressway



FY 2021 ANNUAL TRAFFIC AND TOLL REVENUE REPORT

Figure 13-12: Day of Week by Payment Type by Fiscal Year, Downtown Expressway (continued)



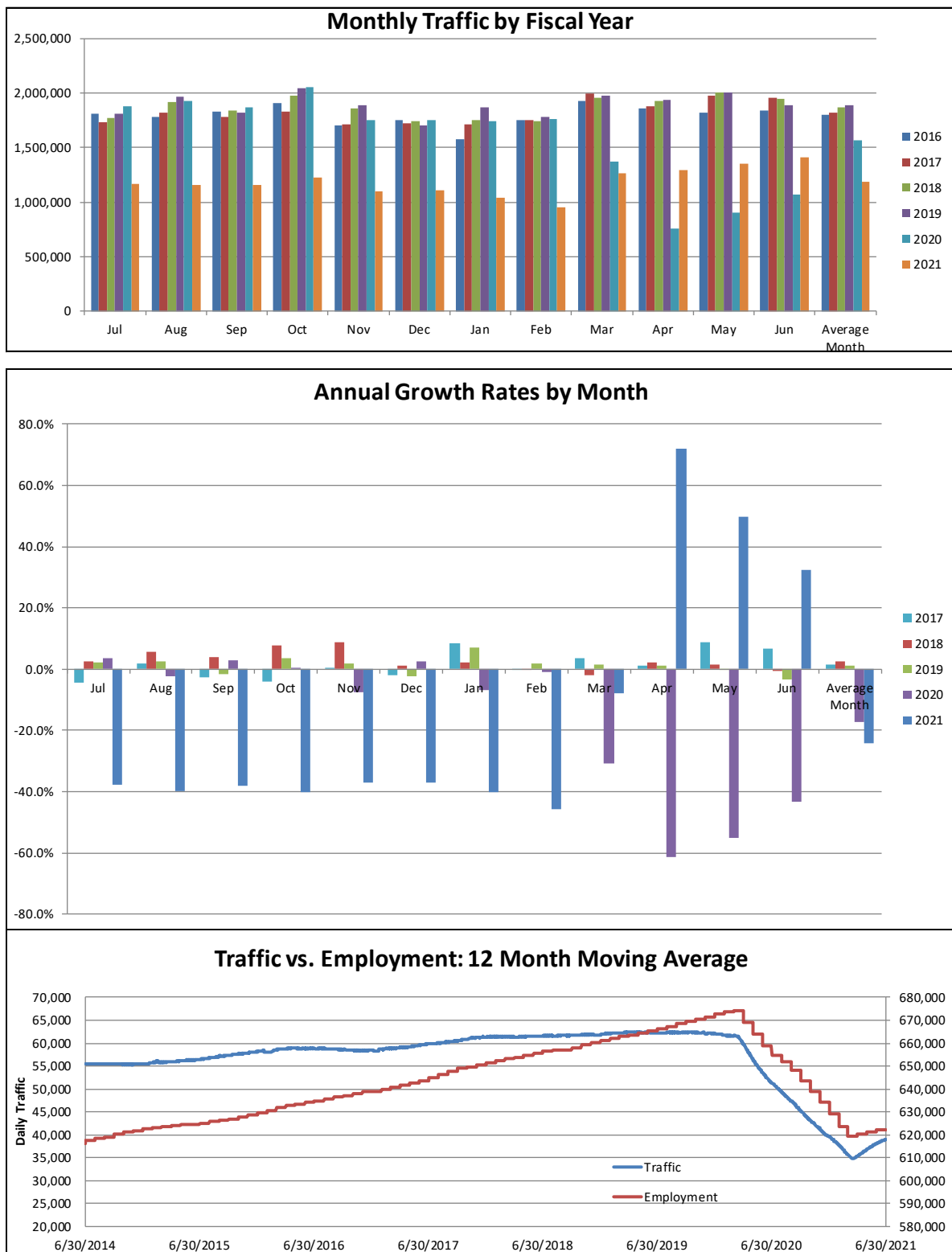
* ETC transactions are reporting only paid E-ZPass transactions and not non-rev or violation transactions that are from E-ZPass
 **ISF transactions refer to the insufficient funds that were collected for them.

Table 13-9: Historical Traffic by Month and Fiscal Year, Downtown Expressway

Month	DTE Total: Historical Traffic by Month and Fiscal Year										
	2016	Growth	2017	Growth	2018	Growth	2019	Growth	2020	Growth	2021
Jul	1,811,358	-4.5%	1,730,554	2.5%	1,774,136	2.1%	1,811,692	3.5%	1,875,162	-37.7%	1,168,654
Aug	1,785,443	1.9%	1,819,540	5.6%	1,922,146	2.5%	1,971,044	-2.2%	1,927,208	-40.0%	1,156,933
Sep	1,827,435	-2.7%	1,777,660	3.8%	1,844,861	-1.5%	1,816,552	3.0%	1,871,036	-38.0%	1,160,576
Oct	1,909,895	-4.0%	1,834,337	7.7%	1,976,151	3.5%	2,045,360	0.3%	2,050,856	-40.1%	1,229,372
Nov	1,699,005	0.6%	1,709,346	8.9%	1,860,876	1.7%	1,892,018	-7.6%	1,748,456	-37.2%	1,097,676
Dec	1,755,379	-1.8%	1,723,314	1.1%	1,742,396	-2.2%	1,704,638	2.7%	1,750,541	-36.9%	1,104,376
Jan	1,574,408	8.6%	1,709,894	2.3%	1,749,093	7.0%	1,871,543	-6.8%	1,743,776	-40.1%	1,044,199
Feb	1,751,598	-0.2%	1,748,543	-0.2%	1,745,589	1.9%	1,779,277	-1.0%	1,761,637	-45.7%	955,849
Mar	1,925,773	3.4%	1,992,116	-1.9%	1,954,689	1.4%	1,981,208	-30.7%	1,373,437	-8.0%	1,264,122
Apr	1,862,466	1.0%	1,881,229	2.2%	1,923,308	1.0%	1,942,146	-61.3%	752,498	71.9%	1,293,373
May	1,817,800	8.7%	1,975,403	1.7%	2,008,054	-0.3%	2,001,785	-55.0%	900,055	49.8%	1,348,567
Jun	1,840,709	6.6%	1,961,283	-0.5%	1,951,045	-3.4%	1,884,305	-43.4%	1,066,102	32.5%	1,412,428
Total	21,561,269	1.4%	21,863,219	2.7%	22,452,343	1.1%	22,701,568	-17.1%	18,820,764	-24.4%	14,236,125



Figure 13-13: Historical Traffic by Month and Fiscal Year, Downtown Expressway



13.5 BOULEVARD BRIDGE

Table 13-10: Transactions by Payment Type and Day of Week, FY16-FY21, Blvd. Bridge

Boulevard Bridge Transactions by Payment Type by Day of Week for FY2016 to FY2021									
2016	Cash	ETC *	Non-Rev	Violations	ISF**	Total			
Mon	7,052	4,471	78	117	9	11,726			
Tue	7,531	4,951	89	130	10	12,711			
Wed	7,629	5,027	96	128	10	12,891			
Thu	7,719	5,046	89	127	10	12,990			
Fri	7,967	4,916	86	143	11	13,123			
Sat	6,440	4,110	61	123	6	10,741			
Sun	5,249	3,429	56	102	6	8,843			
Avg Weekday	7,580	4,883	88	129	10	12,690			
Avg Weekend	5,845	3,770	59	113	6	9,792			
Avg Day	7,087	4,567	80	124	9	11,867	Growth from previous FY		
2017	Cash	ETC *	Non-Rev	Violations	ISF**	Total	Cash	ETC	Total
Mon	6,642	4,678	75	192	5	11,593	-5.8%	4.6%	-1.1%
Tue	7,135	5,294	87	216	6	12,737	-5.3%	6.9%	0.2%
Wed	7,206	5,342	94	219	6	12,867	-5.5%	6.3%	-0.2%
Thu	7,262	5,383	89	213	6	12,953	-5.9%	6.7%	-0.3%
Fri	7,718	5,380	86	240	6	13,430	-3.1%	9.4%	2.3%
Sat	6,090	4,371	62	217	5	10,744	-5.4%	6.3%	0.0%
Sun	4,885	3,601	55	194	3	8,737	-6.9%	5.0%	-1.2%
Avg Weekday	7,195	5,216	86	216	6	12,719	-5.1%	6.8%	0.2%
Avg Weekend	5,487	3,986	58	206	4	9,741	-6.1%	5.7%	-0.5%
Avg Day	6,708	4,865	78	213	5	11,870	-5.3%	6.5%	0.0%
2018	Cash	ETC *	Non-Rev	Violations	ISF**	Total	Cash	ETC	Total
Mon	6,148	4,955	77	210	5	11,394	-7.4%	5.9%	-1.7%
Tue	6,511	5,485	88	262	5	12,351	-8.7%	3.6%	-3.0%
Wed	6,449	5,472	92	233	5	12,251	-10.5%	2.4%	-4.8%
Thu	6,600	5,546	91	230	5	12,472	-9.1%	3.0%	-3.7%
Fri	7,008	5,586	89	271	5	12,958	-9.2%	3.8%	-3.5%
Sat	5,598	4,627	61	307	4	10,598	-8.1%	5.9%	-1.4%
Sun	4,510	3,854	53	238	3	8,659	-7.7%	7.0%	-0.9%
Avg Weekday	6,543	5,409	87	241	5	12,285	-9.1%	3.7%	-3.4%
Avg Weekend	5,059	4,244	57	273	4	9,637	-7.8%	6.5%	-1.1%
Avg Day	6,116	5,074	79	250	5	11,523	-8.8%	4.3%	-2.9%
2019	Cash	ETC *	Non-Rev	Violations	ISF**	Total	Cash	ETC	Total
Mon	5,512	4,959	69	285	4	10,829	-10.3%	0.1%	-5.0%
Tue	5,842	5,450	83	286	5	11,665	-10.3%	-0.7%	-5.6%
Wed	6,027	5,656	87	272	5	12,047	-6.6%	3.4%	-1.7%
Thu	6,154	5,670	89	274	6	12,192	-6.8%	2.2%	-2.2%
Fri	6,433	5,707	83	337	5	12,566	-8.2%	2.2%	-3.0%
Sat	5,080	4,667	59	309	4	10,120	-9.3%	0.9%	-4.5%
Sun	4,087	3,825	50	278	3	8,244	-9.4%	-0.8%	-4.8%
Avg Weekday	5,994	5,488	82	291	5	11,860	-8.4%	1.5%	-3.5%
Avg Weekend	4,579	4,242	54	294	4	9,173	-9.5%	-0.1%	-4.8%
Avg Day	5,587	5,130	74	292	5	11,087	-8.7%	1.1%	-3.8%
2020	Cash	ETC *	Non-Rev	Violations	ISF**	Total	Cash	ETC	Total
Mon	4,864	4,706	68	415	5	10,057	-11.8%	-5.1%	-7.1%
Tue	5,061	5,028	82	380	6	10,557	-13.4%	-7.7%	-9.5%
Wed	5,050	5,086	86	384	7	10,612	-16.2%	-10.1%	-11.9%
Thu	5,108	5,080	86	381	6	10,662	-17.0%	-10.4%	-12.6%
Fri	5,467	5,289	81	413	6	11,256	-15.0%	-7.3%	-10.4%
Sat	4,362	4,409	62	384	6	9,223	-14.1%	-5.5%	-8.9%
Sun	3,537	3,703	53	329	3	7,625	-13.5%	-3.2%	-7.5%
Avg Weekday	5,109	5,037	81	395	6	10,626	-14.8%	-8.2%	-10.4%
Avg Weekend	3,950	4,056	58	356	5	8,424	-13.7%	-4.4%	-8.2%
Avg Day	4,779	4,758	74	384	6	10,001	-14.5%	-7.2%	-9.8%
2021	Cash	ETC *	Non-Rev	Violations	ISF**	Total	Cash	ETC	Total
Mon	2,916	3,978	55	734	0	7,683	-40.0%	-15.5%	-23.6%
Tue	3,149	4,491	64	823	0	8,527	-37.8%	-10.7%	-19.2%
Wed	3,214	4,584	64	805	0	8,667	-36.4%	-9.9%	-18.3%
Thu	3,105	4,472	64	769	0	8,410	-39.2%	-12.0%	-21.1%
Fri	3,179	4,499	61	811	0	8,550	-41.9%	-14.9%	-24.0%
Sat	2,777	3,870	49	770	0	7,465	-36.3%	-12.2%	-19.1%
Sun	2,290	3,218	44	616	0	6,168	-35.2%	-13.1%	-19.1%
Avg Weekday	3,113	4,406	61	789	0	8,369	-39.1%	-12.5%	-21.2%
Avg Weekend	2,534	3,544	47	693	0	6,817	-35.9%	-12.6%	-19.1%
Avg Day	2,948	4,160	57	761	0	7,926	-38.3%	-12.6%	-20.7%



Table 13-11: Historical Traffic by Payment Type, Boulevard Bridge

Boulevard Bridge Historical Traffic by Payment Type									
FY	Cash	ETC *	Non-Rev	Violations	ISF**	Total	% ETC	% Cash	% Viol
2016	2,593,874	1,671,509	29,125	45,502	3,162	4,343,172	38.5%	59.7%	1.0%
2017	2,448,463	1,775,884	28,598	77,790	1,905	4,332,640	41.0%	56.5%	1.8%
2018	2,232,408	1,851,916	28,722	91,339	1,692	4,206,077	44.0%	53.1%	2.2%
2019	2,039,128	1,872,328	27,107	106,457	1,728	4,046,748	46.3%	50.4%	2.6%
2020	1,749,234	1,741,384	27,086	140,436	2,083	3,660,223	47.6%	47.8%	3.8%
2021	1,075,952	1,518,425	20,868	277,876	0	2,893,121	52.5%	37.2%	9.6%
Growth							% Point Growth		
2016 to 2017	-5.6%	6.2%	-1.8%	71.0%	-39.8%	-0.2%	2.5%	-3.2%	0.7%
2017 to 2018	-8.8%	4.3%	0.4%	17.4%	-11.2%	-2.9%	3.0%	-3.4%	0.4%
2018 to 2019	-8.7%	1.1%	-5.6%	16.6%	2.1%	-3.8%	2.2%	-2.7%	0.5%
2019 to 2020	-14.2%	-7.0%	-0.1%	31.9%	20.5%	-9.6%	1.3%	-2.6%	1.2%
2020 to 2021	-38.5%	-12.8%	-23.0%	97.9%	-100.0%	-21.0%	4.9%	-10.6%	5.8%

* ETC transactions are reporting only paid E-ZPass transactions and not non-rev or violation transactions that are from E-ZPass

**ISF transactions refer to the insufficient funds that were collected for them.

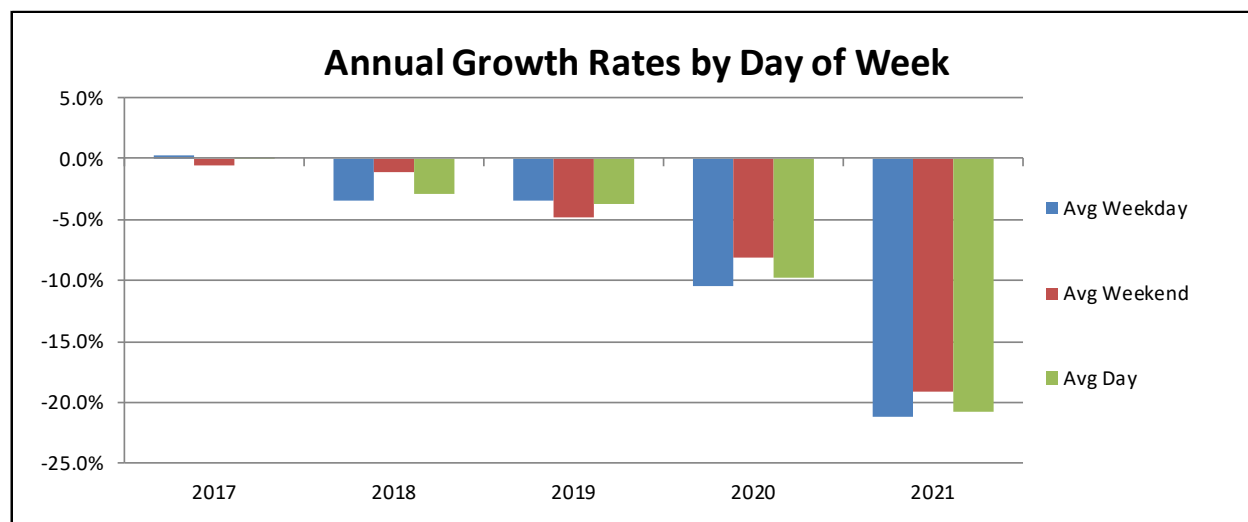
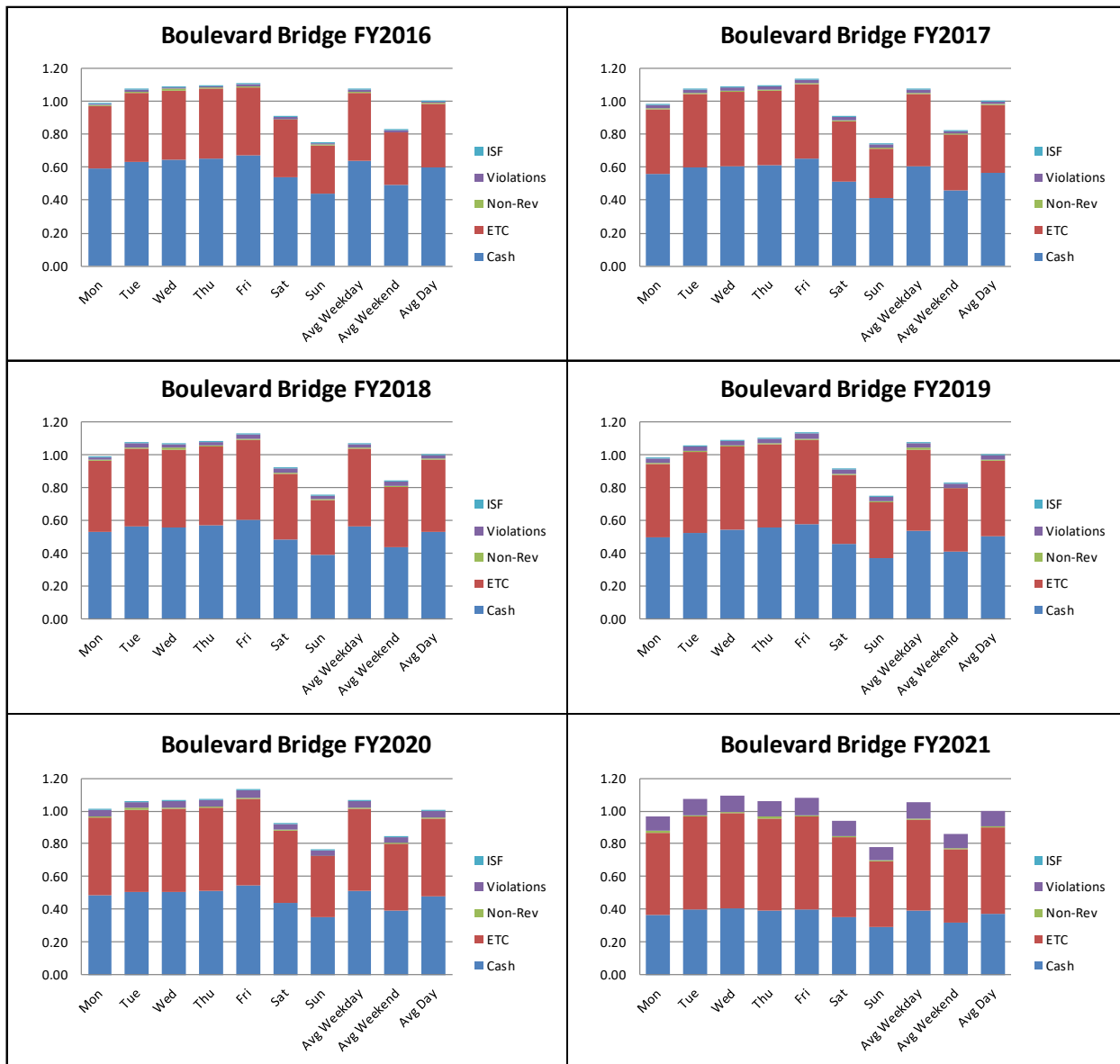
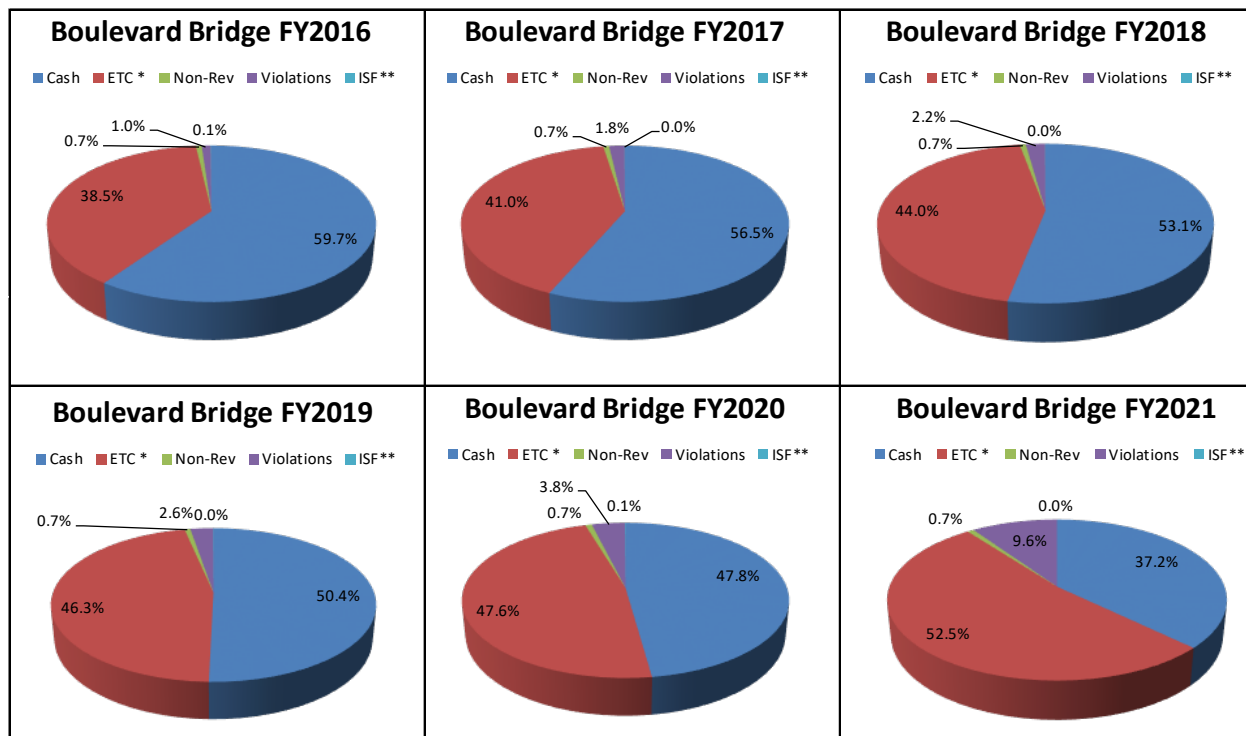
Figure 13-14: Annual Growth Rates by Day of Week, Boulevard Bridge

Figure 13-15: Day of Week by Payment Type by Fiscal Year, Boulevard Bridge



FY 2021 ANNUAL TRAFFIC AND TOLL REVENUE REPORT

Figure 13-16: Day of Week by Payment Type by Fiscal Year, Boulevard Bridge (continued)



* ETC transactions are reporting only paid E-ZPass transactions and not non-rev or violation transactions that are from E-ZPass

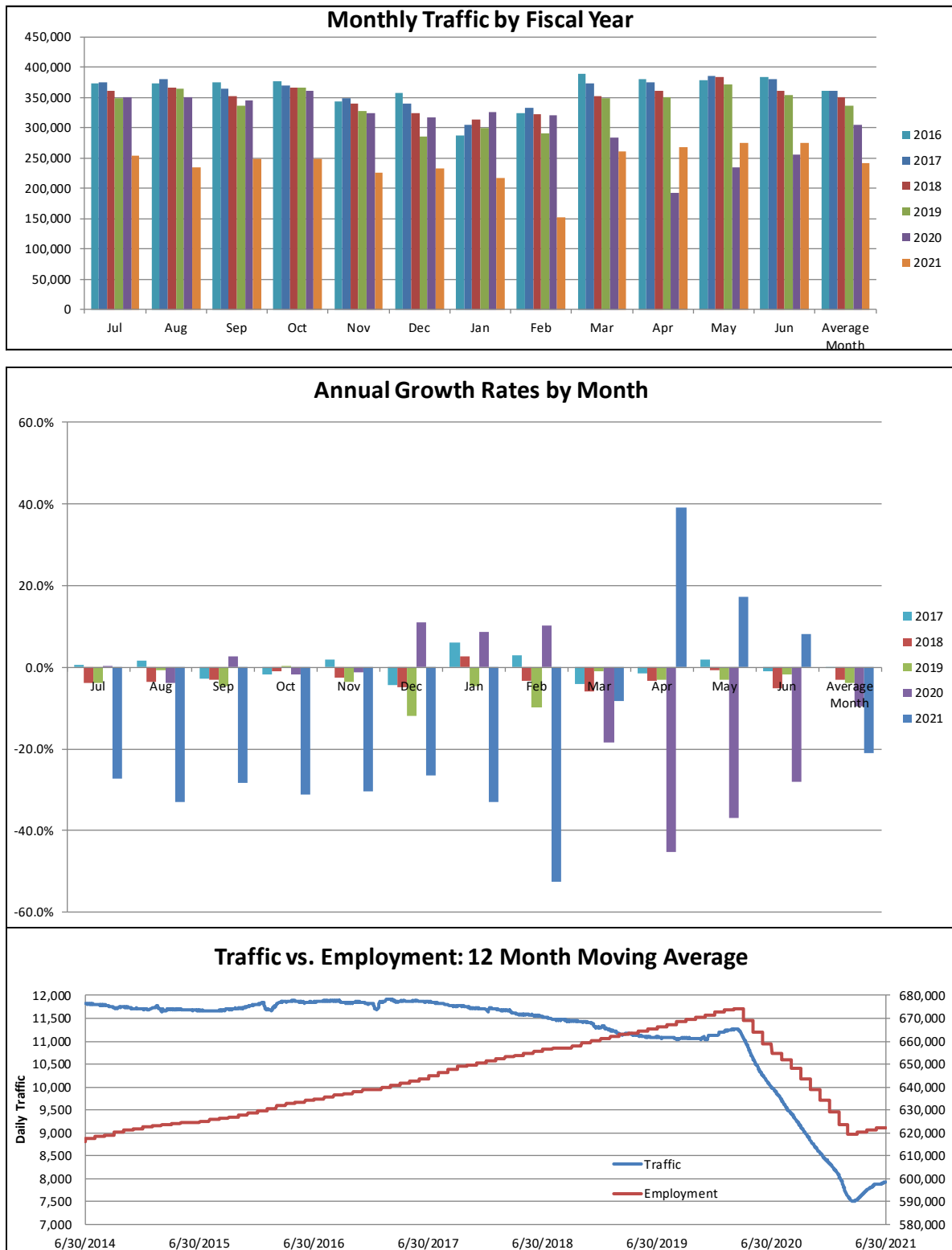
**ISF transactions refer to the insufficient funds that were collected for them.

Table 13-12: Historical Traffic by Month and Fiscal Year, Boulevard Bridge

Month	Boulevard Bridge Historical Traffic by Month and Fiscal Year											
	2016	Growth	2017	Growth	2018	Growth	2019	Growth	2020	Growth	2021	
Jul	373,467	0.6%	375,892	-3.7%	361,908	-3.7%	348,461	0.3%	349,673	-27.3%	254,163	
Aug	374,114	1.5%	379,795	-3.5%	366,663	-0.8%	363,736	-3.9%	349,676	-33.1%	234,101	
Sep	374,650	-2.8%	364,004	-3.0%	352,923	-4.5%	336,945	2.7%	346,039	-28.3%	248,118	
Oct	376,452	-1.9%	369,404	-0.9%	366,152	0.2%	367,065	-1.6%	361,041	-31.2%	248,472	
Nov	342,743	1.9%	349,129	-2.6%	340,101	-3.6%	327,930	-1.1%	324,305	-30.3%	225,988	
Dec	356,815	-4.5%	340,830	-4.7%	324,644	-11.8%	286,206	10.9%	317,371	-26.6%	233,050	
Jan	288,039	6.1%	305,582	2.6%	313,563	-4.5%	299,313	8.6%	325,189	-33.0%	217,853	
Feb	324,274	2.8%	333,514	-3.3%	322,468	-9.7%	291,198	10.3%	321,276	-52.5%	152,473	
Mar	389,411	-4.0%	373,905	-5.9%	351,935	-0.9%	348,930	-18.5%	284,508	-8.2%	261,317	
Apr	380,529	-1.6%	374,606	-3.4%	361,922	-3.1%	350,689	-45.2%	192,258	39.1%	267,518	
May	378,198	1.9%	385,527	-0.6%	383,125	-3.0%	371,617	-37.0%	233,979	17.2%	274,201	
Jun	384,480	-1.0%	380,452	-5.2%	360,673	-1.7%	354,658	-28.1%	254,908	8.2%	275,867	
Total	4,343,172	-0.2%	4,332,640	-2.9%	4,206,077	-3.8%	4,046,748	-9.6%	3,660,223	-21.0%	2,893,121	



Figure 13-17: Historical Monthly Traffic and Comparison to Employment, Blvd. Bridge



14.0 LIMITS AND DISCLAIMERS

This report provides a summary of past traffic and revenue performance of the RMTA Expressway System and data related to potential future traffic and revenue for FY2022. It is Stantec's opinion that the traffic and toll revenue estimates provided herein represent reasonable and achievable levels of traffic and toll revenues that can be expected to accrue at the Authority's toll facilities over the forecast period and that they have been prepared in accordance with accepted industry-wide practice. However, as should be expected with any forecast, and given the uncertainties within the current economic climate and Pandemic, it is important to note the following assumptions which, in our opinion, are reasonable:

- This limited synopsis presents the highlighted results of Stantec's consideration of the information available as of the date hereof and the application of our experience and professional judgment to that information. It is not a guarantee of any future events or trends. It also assumes no continued restrictions with regard to the Pandemic.
- The traffic and toll revenue estimates will be subject to future economic and social conditions, demographic developments and regional transportation construction activities that cannot be predicted with certainty.
- The estimates contained in this document, while presented with numeric specificity, are based on a number of estimates and assumptions which, though considered reasonable to us, are inherently subject to economic and competitive uncertainties and contingencies, most of which are beyond the control of the Authority and cannot be predicted with certainty. In many instances, a broad range of alternative assumptions could be considered reasonable with the availability of alternative toll schedules, and any changes in the assumptions used could result in material differences in estimated outcomes.
- The standards of operation and maintenance on all of the System will be maintained as planned within the business rules and practices.
- The general configuration and location of the System and its interchanges will remain as they are today.
- Access to and from the System will remain as they are today.
- No other new competing highway projects are assumed to be constructed or significantly improved in the project corridor during the project period.
- Major highway improvements that are currently underway or fully funded will be completed as planned.
- The System will be well maintained, efficiently operated, and effectively signed to encourage usage.



FY 2021 ANNUAL TRAFFIC AND TOLL REVENUE REPORT

- No reduced growth initiatives or related controls that would significantly inhibit normal development patterns will be introduced during the forecast period.
- There will be no future serious protracted recession during the forecast period.
- There will be no protracted fuel shortage during the forecast period.
- No local, regional, or national emergency will arise that will abnormally restrict the use of motor vehicles.

In Stantec's opinion, the assumptions underlying the study provide a reasonable basis for the analysis. However, any financial projection is subject to uncertainties. Inevitably, some assumptions used to develop the projections will not be realized, and unanticipated events and circumstances may occur.

