



**FY 2020 Annual Traffic and Toll
Revenue Report**



August 17, 2020

Prepared for:

Richmond Metropolitan Transportation
Authority

Prepared by:

Stantec



Table of Contents

EXECUTIVE SUMMARY	IV
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
5.0 FY19 TO FY20 CHANGE.....	5.9
6.0 FY20 ACTUAL VS. FORECAST	6.13
7.0 HOURLY TRAFFIC PROFILES	7.17
7.1.1 October 2019, Prior to COVID-19 Pandemic.....	7.17
7.1.2 April and June 2020, During the COVID-19 Pandemic.....	7.18
8.0 FY20 PERCENT SHARE OF TRAFIC AND REVENUE BY FACILITY	8.22
9.0 DISTRIBUTION OF TRAFFIC GROWTH RATES.....	9.24
10.0 EMPLOYMENT TRENDS.....	10.29
11.0 GAS PRICE TRENDS	11.30
12.0 FY20 ACTUAL TO FY21 SCENARIOS.....	12.31
13.0 TRENDS BY FACILITY.....	13.0
13.1 T&R GROWTH TRENDS BY ALL FACILITIES.....	13.0
13.2 RMTA T&R TRENDS	13.2
13.3 POWHITE PARKWAY T&R TRENDS	13.7
13.4 DOWNTOWN EXPRESSWAY T&R TRENDS.....	13.12
13.5 BOULEVARD BRIDGE.....	13.17
14.0 LIMITS AND DISCLAIMERS	14.22



LIST OF TABLES

Table 1-1: RMTA Traffic and Toll Revenue, FY19 to FY20iv
 Table 1-2: RMTA FY20 Traffic and Toll Revenue, Actual vs. Forecast.....v
 Table 3-1: RMTA Expressway Current Toll Schedule.....3.3
 Table 5-1: RMTA Change in Traffic, Revenue and Average Toll, FY 2019 to FY 2020.....5.9
 Table 6-1: RMTA Traffic, Revenue and Average Toll, FY 2020 Actual vs. Forecast.....6.13
 Table 12-1: Transactions, Revenue and Average Toll, FY 2020 vs FY 2021 Scenarios12.31

LIST OF FIGURES

Figure 1-1: Year over Year Employment Growth, in Absolute and Percent Terms (left) and Monthly RMTA Transactions in FY19 and FY20 (right)v
 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, February 23 through June 304.7
 Figure 4-2: Powwhite Parkway Transactions, February 23 through June 30.....4.7
 Figure 4-3: Downtown Expressway Transactions, February 23 through June 304.8
 Figure 4-4: Boulevard Bridge Transactions, February 23 through June 30.....4.8
 Figure 5-1: RMTA Change in Traffic, Revenue and Average Toll, FY 2019 to FY 20205.10
 Figure 5-2: Average Toll Rates on RMTA Facilities in Fiscal Year 2020.....5.13
 Figure 6-1: RMTA Traffic, Revenue and Average Toll, FY 2020 Actual vs. Forecast.....6.14
 Figure 7-1: Hourly Traffic Trends on the RMTA Expressway System October 2019.....7.18
 Figure 7-2: Hourly Traffic Trends on the RMTA Expressway System April 20207.19
 Figure 7-3: Hourly Traffic Trends on the RMTA Expressway System June 2020.....7.20
 Figure 7-4: Hourly Traffic Comparison on the RMTA Expressway System for October 2019, April 2020, and June 20207.21
 Figure 8-1: Percent Share of Transactions FY 20208.22
 Figure 8-2: Percent Share of Toll Revenue – FY 20208.23
 Figure 9-1: RMTA Total Daily Traffic Growth Distributions9.25
 Figure 9-2: Powwhite Total Daily Traffic Growth Distributions.....9.26
 Figure 9-3: DTE Total Daily Traffic Growth Distributions9.27
 Figure 9-4: Boulevard Bridge Daily Traffic Growth Distributions9.28
 Figure 10-1: Richmond MSA Employment Analysis10.29
 Figure 11-1: Gasoline Price Analysis11.30
 Figure 12-1: Transactions, Revenue and Average Toll, FY 2020 vs FY 2021 Scenarios.....12.32
 Figure 13-1: Traffic and Revenue Growth Trends for All Facilities.....13.1
 Figure 13-2: Day of Week by Payment Type by Fiscal Year, RMTA.....13.4
 Figure 13-3: Day of Week by Payment Type by Fiscal Year, RMTA (continued).....13.5
 Figure 13-4: Day of Week by Payment Type by Fiscal Year, Powwhite Parkway.....13.9
 Figure 13-5: Day of Week by Payment Type by Fiscal Year, Powwhite Parkway (continued)13.10
 Figure 13-6: Day of Week by Payment Type by Fiscal Year, Downtown Expressway13.14
 Figure 13-7: Day of Week by Payment Type by Fiscal Year, Downtown Expressway (continued)13.15
 Figure 13-8: Day of Week by Payment Type by Fiscal Year, Boulevard Bridge.....13.19
 Figure 13-9: Day of Week by Payment Type by Fiscal Year, Boulevard Bridge (continued)13.20



FY 2020 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 these emerging trends. The COVID-19 pandemic caused significant decreases in traffic and toll revenue between March 2020 to the end of FY20. Overall traffic and revenue decreased from FY19 to FY20 by 12.9 and 14.2 percent, respectively. The Downtown Expressway transactions decreased the most in percent terms from FY19 to FY20 at 17.1 percent while toll revenue decreased by 17.9 percent. The Powhite Parkway and Boulevard Bridge transactions also decreased from FY19 to FY20 by 10.8 and 9.6 percent, respectively. Toll revenue on the Powhite Parkway and Boulevard Bridge decreased from FY19 to FY20 by 12.3 percent and 9.4 percent, respectively. Table 1-1 conveys the traffic and toll revenue on the RMTA system for FY19 and FY20.

Table 1-1: RMTA Traffic and Toll Revenue, FY19 to FY20

FY19 to FY20				
Facility	FY19	FY20	Difference	
			Absolute	Percent
Transactions				
Powhite Parkway	38,172,792	34,058,087	-4,114,705	-10.8%
Downtown Expressway	22,701,568	18,820,764	-3,880,804	-17.1%
Boulevard Bridge	4,046,748	3,660,223	-386,525	-9.6%
RMTA Total	64,921,108	56,539,074	-8,382,034	-12.9%
Toll Revenue				
Powhite Parkway	\$25,892,406	\$22,700,737	-\$3,191,669	-12.3%
Downtown Expressway	\$14,359,467	\$11,783,154	-\$2,576,313	-17.9%
Boulevard Bridge	\$1,419,346	\$1,285,439	-\$133,907	-9.4%
RMTA Total	\$41,671,219	\$35,769,330	-\$5,901,889	-14.2%

The overall forecast was not achieved for FY20 due primarily to the impacts of the COVID-19 pandemic. Table 1-2 shows the actual and forecasted traffic and toll revenue for the RMTA system for FY20. Traffic on the RMTA continues to be correlated to employment in the Richmond Metropolitan Area. In the last three months of FY20, the employment in the area was 7.8 to 10.2 percent lower than it was during the same month in FY19. On the RMTA system, monthly transactions for the last four months of FY20 were 25.5 to 53.8 percent lower than the monthly transactions for the last three months of FY19. In the first eight months of FY20, monthly transactions were between 2.6 percent lower and 6.2 percent higher than in FY19. This is due in part to Virginia’s Stay at Home Order due to COVID-19. Figure 1-1 shows the employment in the Richmond Metropolitan Area and the year-over-year increase or decrease in employment compared to FY19 compared to the RMTA’s monthly transactions for FY19 and FY20 and the percent difference between the two years.



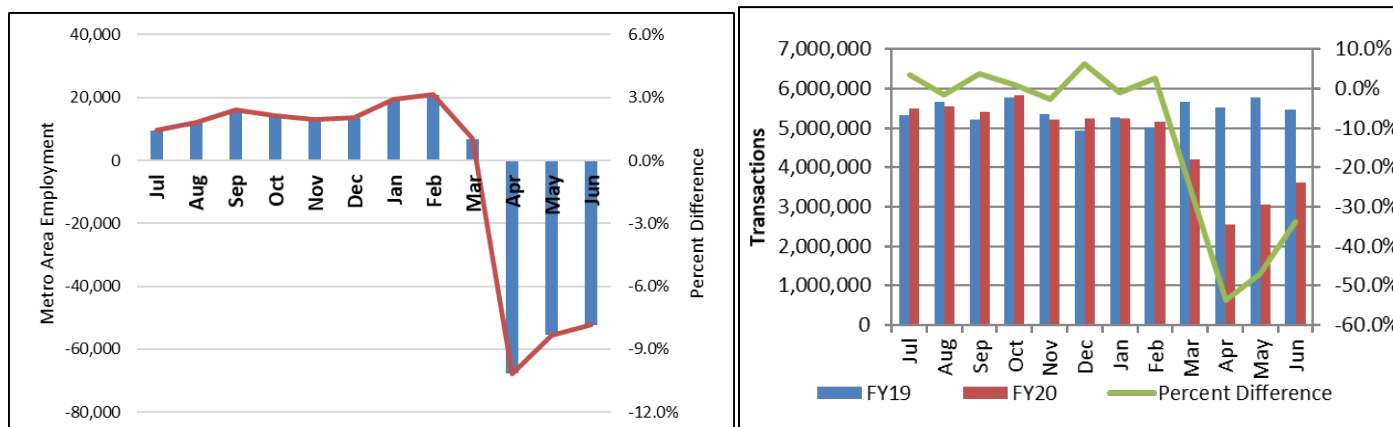
FY 2020 ANNUAL TRAFFIC AND TOLL REVENUE REPORT

Introduction

Table 1-2: RMTA FY20 Traffic and Toll Revenue, Actual vs. Forecast

FY20 - Actual versus Forecast				
Facility	Actual	Forecast	Difference	
			Absolute	Percent
Transactions				
Powhite Parkway	34,058,087	38,401,000	-4,342,913	-12.8%
Downtown Expressway	18,820,764	22,996,000	-4,175,236	-22.2%
Boulevard Bridge	3,660,223	3,944,000	-283,777	-7.8%
RMTA Total	56,539,074	65,341,000	-8,801,926	-15.6%
Toll Revenue				
Powhite Parkway	\$22,700,737	\$26,219,000	-\$3,518,263	-15.5%
Downtown Expressway	\$11,783,154	\$14,615,000	-\$2,831,846	-24.0%
Boulevard Bridge	\$1,285,439	\$1,375,000	-\$89,561	-7.0%
RMTA Total	\$35,769,330	\$42,209,000	-\$6,439,670	-18.0%

Figure 1-1: Year over Year Employment Growth, in Absolute and Percent Terms (left) and Monthly RMTA Transactions in FY19 and FY20 (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 this introduction, 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 2020 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.

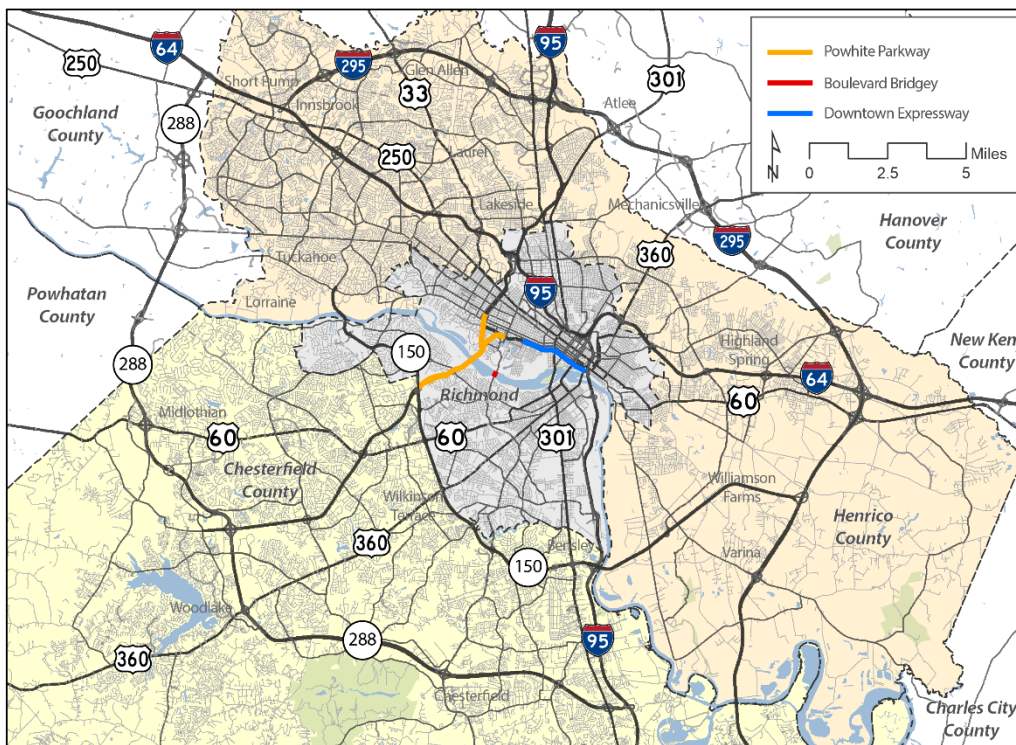
The **Powhite Parkway** was opened to traffic on January 24, 1973. The limited access expressway extends 3.4 miles from Chippenham Parkway to the Cary Street ramps. The major function of the Powhite Parkway is as a crossing of the James River. There are currently three toll plazas on the Powhite Parkway,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



3.0 RMTA TOLL RATES

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 2020 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.

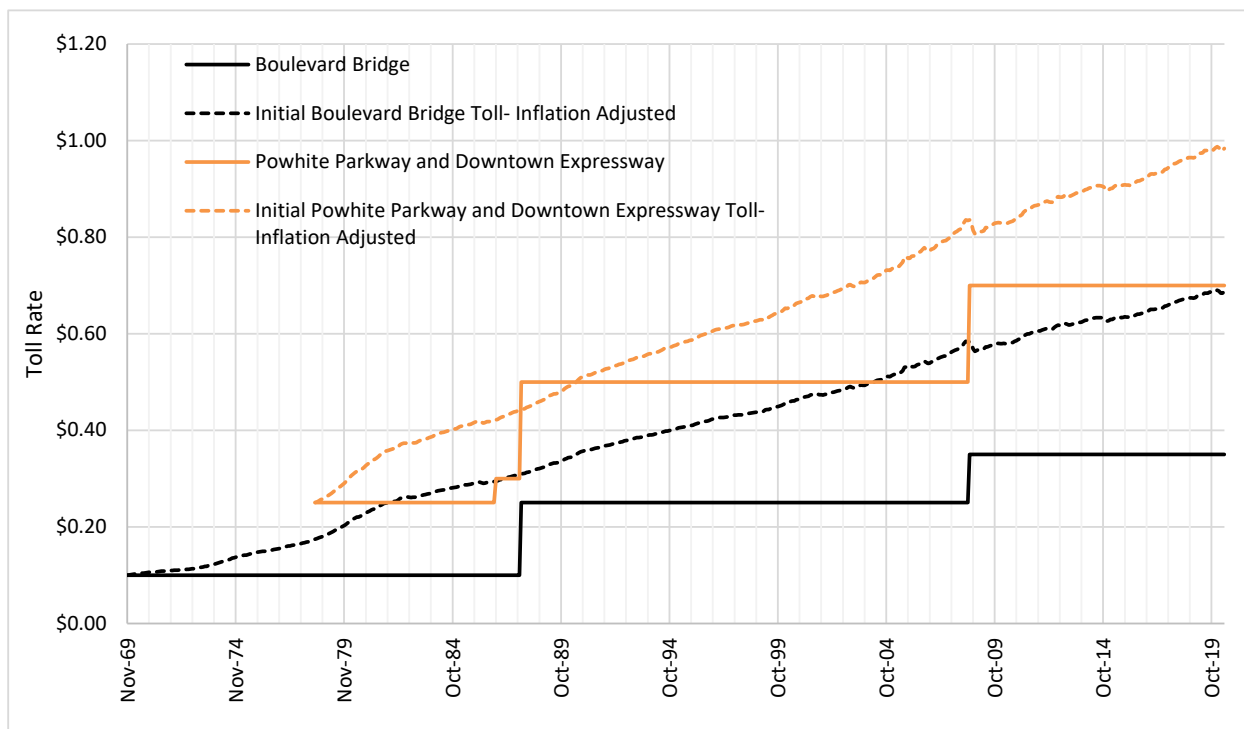
The toll rates for vehicles with more than two axles are also shown. Both mainline plazas and the Forest Hills ramp plaza share the characteristic of rising toll rates directly related to the number of axles the vehicle has, with a ten cent per axle surcharge above the two-axle rate. For the smaller 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, 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, 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. It should be noted 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. Based on the inflation-adjusted rates, the opening year toll rate (1978 toll rate) would be approximately 41 percent more (\$0.98) than the current rate for the Powhite Parkway and Downtown Expressway and 96 percent more (\$0.69) for the Boulevard Bridge. 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.



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



4.0 COVID-19 IMPACT

The novel coronavirus disease (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 and closed schools on the following day due to the pandemic. On March 30, he enacted a Stay at Home Order. The easing of pandemic-related restrictions began with Phase One on May 15 and continued in the Richmond area with Phase Two on June 12. Phase One allowed non-essential retail, outdoor dining, and drive-in services at places of worship to open at 50% capacity¹. Phase Two allowed museums, zoos, places of worship, indoor dining, livestock/horse shows, and outdoor entertainment venues to open at 50% capacity and indoor fitness and exercise facilities to open at 30% capacity². Figure 4-1 through Figure 4-4 show the daily transactions for the RMTA System and each facility from February 23 and June 30, 2020



¹ 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>

² Further description of Phase Two is provided here:

<https://www.governor.virginia.gov/media/governorvirginiagov/governor-of-virginia/pdf/Virginia-Forward-Phase-Two-Guidelines.pdf>

FY 2020 ANNUAL TRAFFIC AND TOLL REVENUE REPORT

and February 24 to July 2, 2019, the percent difference between the two years, as well as the dates of the Governor's Executive Orders.

The minimum seven-day moving average for each facility occurred during the month of April. This is the period in which traffic on the RMTA facilities were most impacted by the COVID-19 pandemic. The Downtown Expressway recorded a daily average of 23,787 transactions for April 7-13, about 64 percent lower than average daily transactions for April 9-15, 2019. Powhite Parkway recorded a daily average of 49,017 transactions for April 12-19, about 54 percent lower than average daily transactions for April 15-21, 2019. Boulevard Bridge recorded a daily average of 6,050 transactions for April 20-26, about 50 percent lower than average daily transactions for April 22-28, 2019. The lowest seven-day period for the system as a whole was April 13-19, when an average of 80,130 transactions were recorded, about 56 percent lower than average daily transactions for April 15-21, 2019.

Since April, the RMTA facilities have seen increases in traffic. By the end of June, the seven-day average number of transactions on the Downtown Expressway was 37,322, about 58 percent of average daily transactions for the last week of February, about one third of the way to full recovery from April, and about 40 percent less traffic than June 26-July 2, 2019. The seven-day average number of transactions on the Powhite Parkway was 79,803 for June 23-30, about 74 percent of the average daily transactions received for the last week in February and over halfway to full recovery from April, and about 25 percent less traffic than June 26-July 2, 2019. On the Boulevard Bridge, the seven-day average number of transactions ending on June 30 was 8,556, about 76 percent of the average daily transactions received for the last week of February and almost halfway to recovery from April, and about 27 percent less traffic than June 26-July 2, 2019. For the entire system, the seven-day average number of transactions ending on June 30 was 125,682, about 68 percent of the average daily transactions received for the last week of February and about 44 percent to recovery from April, and about 31 percent less traffic than June 26-July 2, 2019.



Figure 4-1: RMTA System Transactions, February 23 through June 30

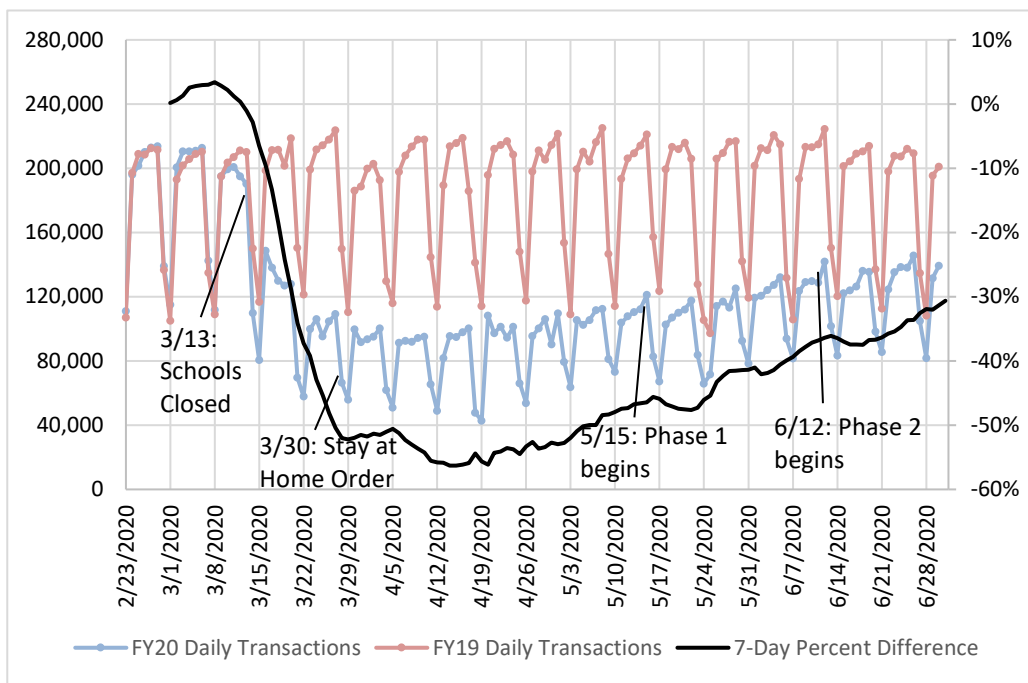


Figure 4-2: Powhite Parkway Transactions, February 23 through June 30

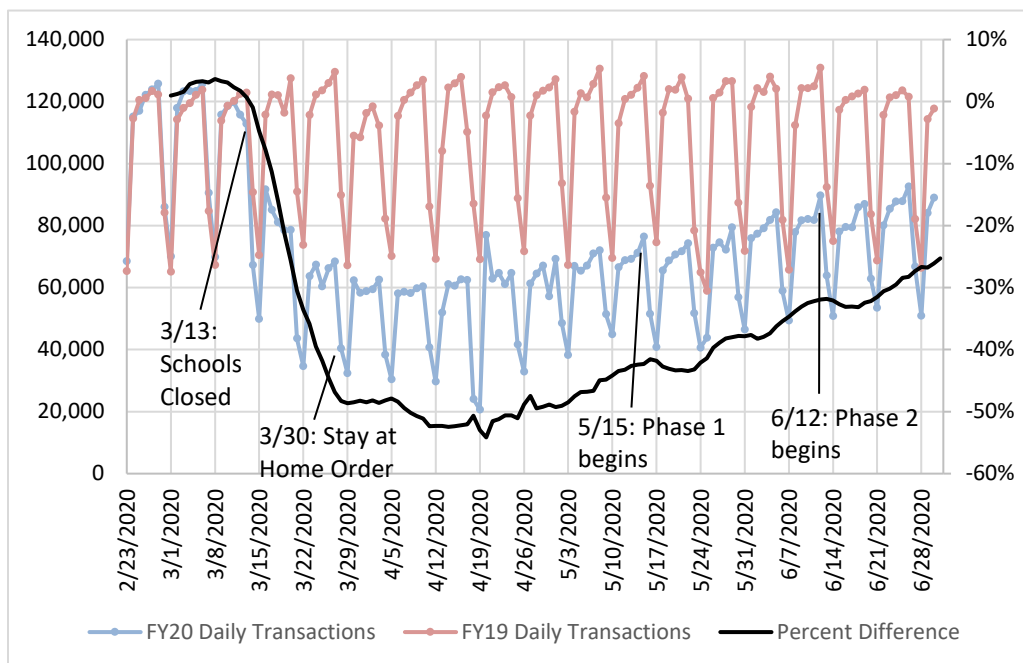


Figure 4-3: Downtown Expressway Transactions, February 23 through June 30

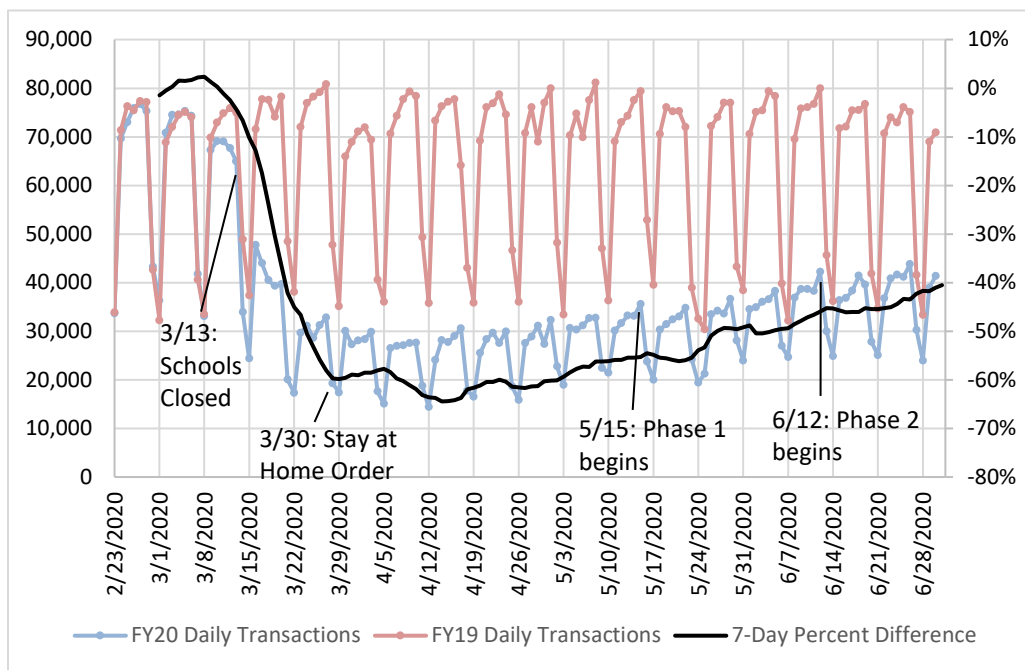
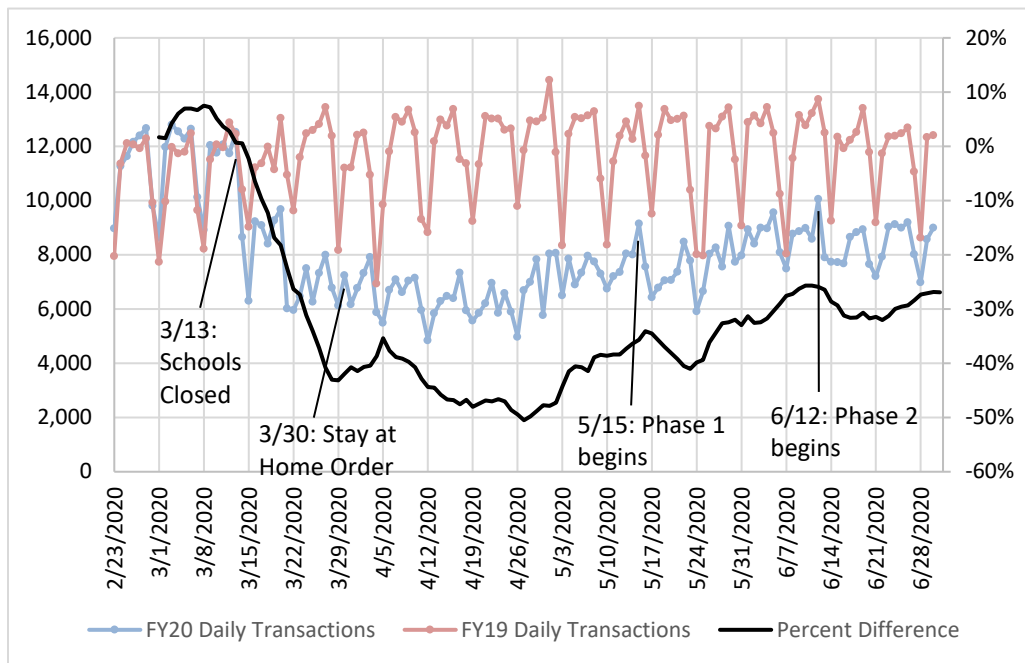


Figure 4-4: Boulevard Bridge Transactions, February 23 through June 30



5.0 FY19 TO FY20 CHANGE

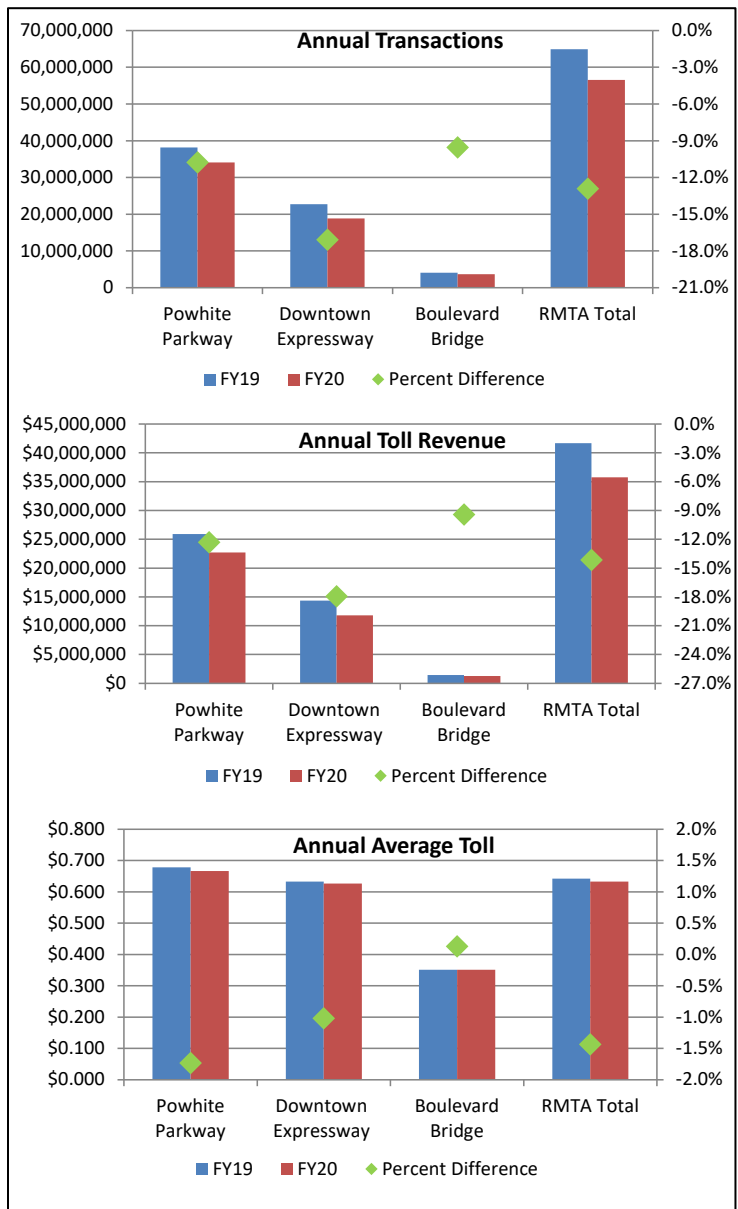
- Overall traffic and revenue decreased from FY19 to FY20 by 12.9 and 14.2 percent, respectively.
- The Downtown Expressway transactions decreased the most in percent terms at 17.1 percent and a decrease in toll revenue of 17.9 percent.
- The Powhite Parkway transactions decreased by 10.8 percent with toll revenue decreasing by 12.3 percent.
- The Boulevard Bridge transactions decreased by 9.6 percent and a toll revenue loss of 9.4 percent.
- The average toll on each facility is relatively stable except in April and May, when average tolls were 6%-16% lower than normal. This was due to the RMTA temporarily closing staffed toll booths between April 3 and June 1 in response to the Governor’s Stay-At-Home Executive Order. Figure 5-2 shows the average toll rate by month for each facility and the entire RMTA system for Fiscal Year 2020.
- Monthly data follows:
 - Between July and February, modest year-over-year traffic growth overall with monthly variations due to the number of weekdays in the month or the presence of Leap Day in February
 - Between March and June: significant traffic and revenue decrease due to the COVID-19 pandemic.

Table 5-1: RMTA Change in Traffic, Revenue and Average Toll, FY 2019 to FY 2020

FY19 to FY20				
Facility	FY19	FY20	Difference	
			Absolute	Percent
Transactions				
Powhite Parkway	38,172,792	34,058,087	-4,114,705	-10.8%
Downtown Expressway	22,701,568	18,820,764	-3,880,804	-17.1%
Boulevard Bridge	4,046,748	3,660,223	-386,525	-9.6%
RMTA Total	64,921,108	56,539,074	-8,382,034	-12.9%
Toll Revenue				
Powhite Parkway	\$25,892,406	\$22,700,737	-\$3,191,669	-12.3%
Downtown Expressway	\$14,359,467	\$11,783,154	-\$2,576,313	-17.9%
Boulevard Bridge	\$1,419,346	\$1,285,439	-\$133,907	-9.4%
RMTA Total	\$41,671,219	\$35,769,330	-\$5,901,889	-14.2%
Average Toll				
Powhite Parkway	\$0.678	\$0.667	-\$0.0118	-1.7%
Downtown Expressway	\$0.633	\$0.626	-\$0.0065	-1.0%
Boulevard Bridge	\$0.351	\$0.351	\$0.0005	0.1%
RMTA Total	\$0.642	\$0.633	-\$0.0092	-1.4%



Figure 5-1: RMTA Change in Traffic, Revenue and Average Toll, FY 2019 to FY 2020



FY 2020 ANNUAL TRAFFIC AND TOLL REVENUE REPORT

RMTA Total				
Month	FY19	FY20	Difference	
			Absolute	Percent
Transactions				
Jul	5,313,472	5,491,252	177,780	3.3%
Aug	5,653,024	5,558,016	-95,008	-1.7%
Sep	5,202,557	5,398,620	196,063	3.8%
Oct	5,778,478	5,834,594	56,116	1.0%
Nov	5,352,014	5,213,349	-138,665	-2.6%
Dec	4,922,529	5,229,471	306,942	6.2%
Jan	5,281,378	5,232,713	-48,665	-0.9%
Feb	5,005,612	5,144,438	138,826	2.8%
Mar	5,651,859	4,213,316	-1,438,543	-25.5%
Apr	5,530,962	2,556,907	-2,974,055	-53.8%
May	5,771,823	3,061,462	-2,710,361	-47.0%
Jun	5,457,400	3,604,936	-1,852,464	-33.9%
Total	64,921,108	56,539,074	-8,382,034	-12.9%
Toll Revenue				
Jul	\$3,422,257	\$3,496,951	\$74,694	2.2%
Aug	\$3,520,675	\$3,579,539	\$58,864	1.7%
Sep	\$3,409,052	\$3,463,098	\$54,046	1.6%
Oct	\$3,693,340	\$3,736,083	\$42,743	1.2%
Nov	\$3,444,753	\$3,334,474	-\$110,279	-3.2%
Dec	\$3,188,813	\$3,351,348	\$162,535	5.1%
Jan	\$3,387,912	\$3,375,435	-\$12,477	-0.4%
Feb	\$3,225,312	\$3,268,125	\$42,813	1.3%
Mar	\$3,629,627	\$2,657,278	-\$972,349	-26.8%
Apr	\$3,544,958	\$1,453,557	-\$2,091,401	-59.0%
May	\$3,710,311	\$1,688,207	-\$2,022,104	-54.5%
Jun	\$3,494,209	\$2,365,235	-\$1,128,974	-32.3%
Total	\$41,671,219	\$35,769,330	-\$5,901,889	-14.2%
Powhite Parkway				
Month	FY19	FY20	Difference	
			Absolute	Percent
Transactions				
Jul	3,153,319	3,266,417	113,098	3.6%
Aug	3,318,244	3,281,132	-37,112	-1.1%
Sep	3,049,060	3,181,545	132,485	4.3%
Oct	3,366,053	3,422,697	56,644	1.7%
Nov	3,132,066	3,140,588	8,522	0.3%
Dec	2,931,685	3,161,559	229,874	7.8%
Jan	3,110,522	3,163,748	53,226	1.7%
Feb	2,935,137	3,061,525	126,388	4.3%
Mar	3,321,721	2,555,371	-766,350	-23.1%
Apr	3,238,127	1,612,151	-1,625,976	-50.2%
May	3,398,421	1,927,428	-1,470,993	-43.3%
Jun	3,218,437	2,283,926	-934,511	-29.0%
Total	38,172,792	34,058,087	-4,114,705	-10.8%
Toll Revenue				
Jul	\$2,146,137	\$2,186,483	\$40,346	1.9%
Aug	\$2,194,279	\$2,223,778	\$29,499	1.3%
Sep	\$2,111,930	\$2,153,078	\$41,148	1.9%
Oct	\$2,281,457	\$2,306,308	\$24,851	1.1%
Nov	\$2,124,562	\$2,114,237	-\$10,325	-0.5%
Dec	\$2,005,202	\$2,128,348	\$123,146	6.1%
Jan	\$2,108,458	\$2,153,986	\$45,528	2.2%
Feb	\$1,994,058	\$2,008,212	\$14,154	0.7%
Mar	\$2,253,724	\$1,783,140	-\$470,584	-20.9%
Apr	\$2,194,676	\$957,617	-\$1,237,059	-56.4%
May	\$2,301,199	\$1,097,244	-\$1,203,955	-52.3%
Jun	\$2,176,724	\$1,588,306	-\$588,418	-27.0%
Total	\$25,892,406	\$22,700,737	-\$3,191,669	-12.3%



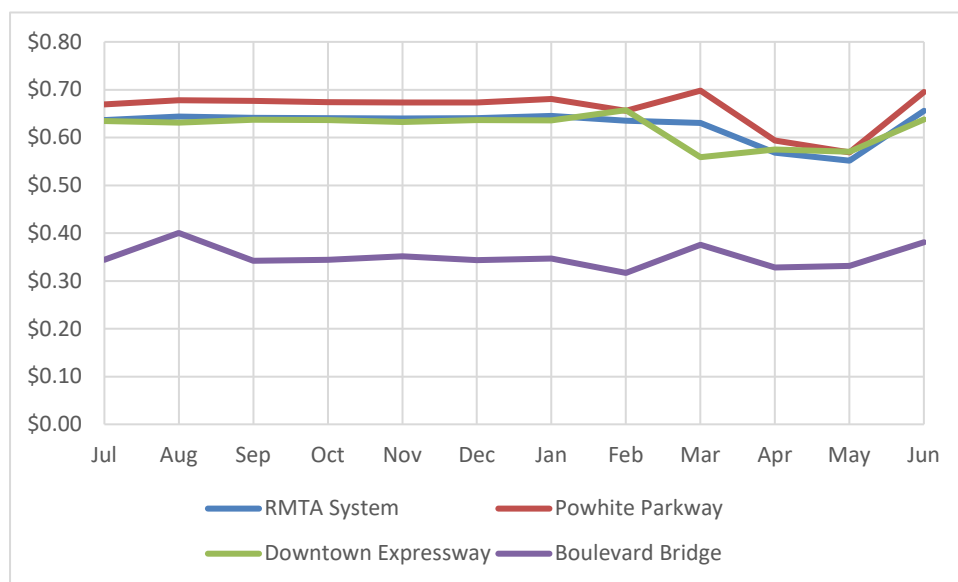
FY 2020 ANNUAL TRAFFIC AND TOLL REVENUE REPORT

Downtown Expressway				
Month	FY19	FY20	Difference	
			Absolute	Percent
Transactions				
Jul	1,811,692	1,875,162	63,470	3.5%
Aug	1,971,044	1,927,208	-43,836	-2.2%
Sep	1,816,552	1,871,036	54,484	3.0%
Oct	2,045,360	2,050,856	5,496	0.3%
Nov	1,892,018	1,748,456	-143,562	-7.6%
Dec	1,704,638	1,750,541	45,903	2.7%
Jan	1,871,543	1,743,776	-127,767	-6.8%
Feb	1,779,277	1,761,637	-17,640	-1.0%
Mar	1,981,208	1,373,437	-607,771	-30.7%
Apr	1,942,146	752,498	-1,189,648	-61.3%
May	2,001,785	900,055	-1,101,730	-55.0%
Jun	1,884,305	1,066,102	-818,203	-43.4%
Total	22,701,568	18,820,764	-3,880,804	-17.1%
Toll Revenue				
Jul	\$1,140,324	\$1,190,187	\$49,863	4.4%
Aug	\$1,203,159	\$1,215,759	\$12,600	1.0%
Sep	\$1,178,272	\$1,191,619	\$13,347	1.1%
Oct	\$1,284,499	\$1,305,508	\$21,009	1.6%
Nov	\$1,204,989	\$1,106,301	-\$98,688	-8.2%
Dec	\$1,083,875	\$1,113,946	\$30,071	2.8%
Jan	\$1,176,175	\$1,108,572	-\$67,603	-5.7%
Feb	\$1,129,842	\$1,158,025	\$28,183	2.5%
Mar	\$1,254,357	\$767,236	-\$487,121	-38.8%
Apr	\$1,228,786	\$432,877	-\$795,909	-64.8%
May	\$1,279,116	\$513,407	-\$765,709	-59.9%
Jun	\$1,196,073	\$679,717	-\$516,356	-43.2%
Total	\$14,359,467	\$11,783,154	-\$2,576,313	-17.9%

Boulevard Bridge				
Month	FY19	FY20	Difference	
			Absolute	Percent
Transactions				
Jul	348,461	349,673	1,212	0.3%
Aug	363,736	349,676	-14,060	-3.9%
Sep	336,945	346,039	9,094	2.7%
Oct	367,065	361,041	-6,024	-1.6%
Nov	327,930	324,305	-3,625	-1.1%
Dec	286,206	317,371	31,165	10.9%
Jan	299,313	325,189	25,876	8.6%
Feb	291,198	321,276	30,078	10.3%
Mar	348,930	284,508	-64,422	-18.5%
Apr	350,689	192,258	-158,431	-45.2%
May	371,617	233,979	-137,638	-37.0%
Jun	354,658	254,908	-99,750	-28.1%
Total	4,046,748	3,660,223	-386,525	-9.6%
Toll Revenue				
Jul	\$135,796	\$120,281	-\$15,515	-11.4%
Aug	\$123,237	\$140,002	\$16,765	13.6%
Sep	\$118,850	\$118,401	-\$449	-0.4%
Oct	\$127,384	\$124,267	-\$3,117	-2.4%
Nov	\$115,202	\$113,936	-\$1,266	-1.1%
Dec	\$99,736	\$109,054	\$9,318	9.3%
Jan	\$103,279	\$112,877	\$9,598	9.3%
Feb	\$101,412	\$101,888	\$476	0.5%
Mar	\$121,546	\$106,902	-\$14,644	-12.0%
Apr	\$121,496	\$63,063	-\$58,433	-48.1%
May	\$129,996	\$77,556	-\$52,440	-40.3%
Jun	\$121,412	\$97,212	-\$24,200	-19.9%
Total	\$1,419,346	\$1,285,439	-\$133,907	-9.4%



Figure 5-2: Average Toll Rates on RMTA Facilities in Fiscal Year 2020



6.0 FY20 ACTUAL VS. FORECAST

- The overall forecast was not met due to the COVID-19 pandemic, which caused historic decreases in traffic not only on the RMTA system, but throughout the United States.
- The average toll was slightly lower than forecasted possibly due to the suspension of cash collection as discussed previously.

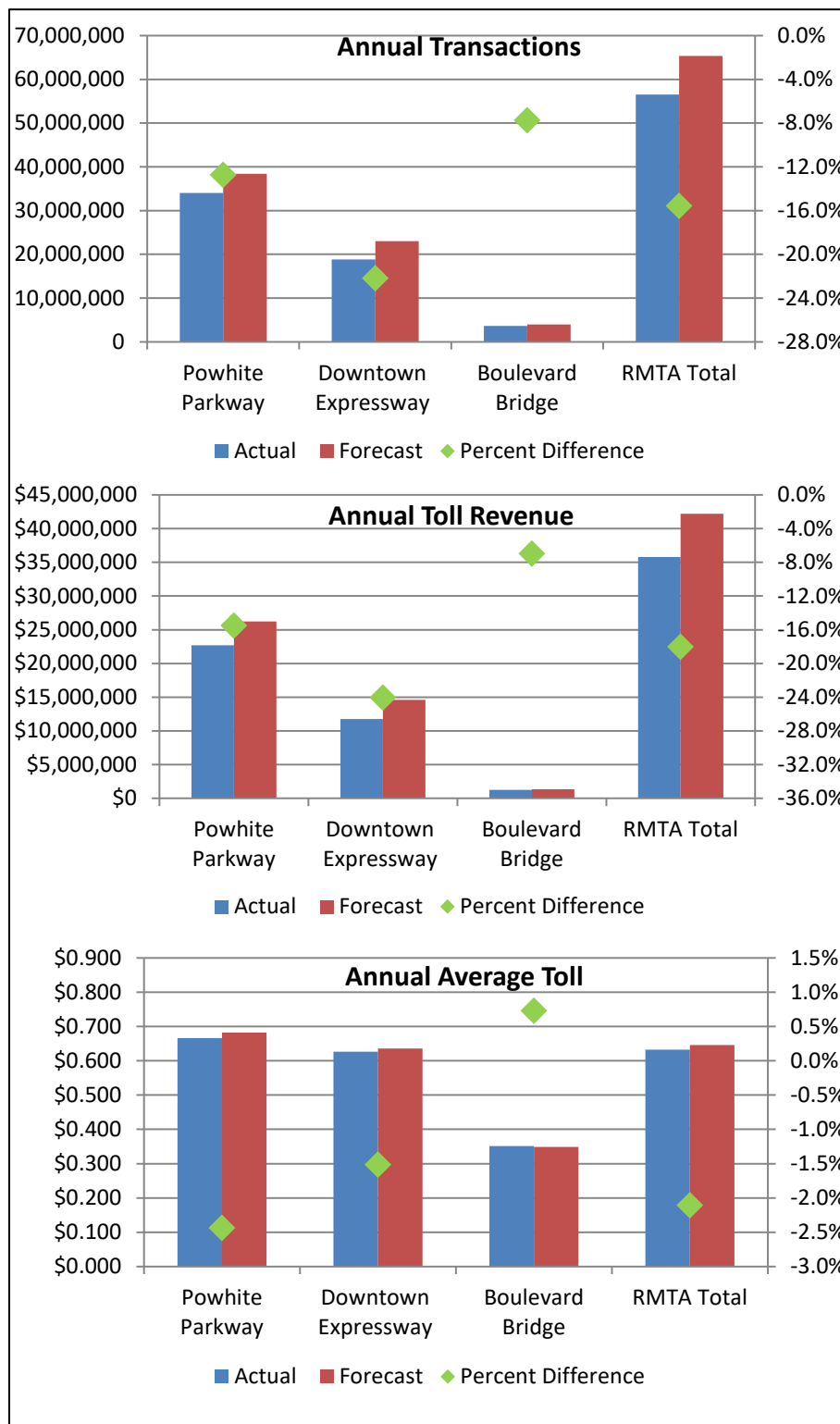
Table 6-1: RMTA Traffic, Revenue and Average Toll, FY 2020 Actual vs. Forecast

FY20 - Actual versus Forecast				
Facility	Actual	Forecast	Difference	
			Absolute	Percent
Transactions				
Powhite Parkway	34,058,087	38,401,000	-4,342,913	-12.8%
Downtown Expressway	18,820,764	22,996,000	-4,175,236	-22.2%
Boulevard Bridge	3,660,223	3,944,000	-283,777	-7.8%
RMTA Total	56,539,074	65,341,000	-8,801,926	-15.6%
Toll Revenue				
Powhite Parkway	\$22,700,737	\$26,219,000	-\$3,518,263	-15.5%
Downtown Expressway	\$11,783,154	\$14,615,000	-\$2,831,846	-24.0%
Boulevard Bridge	\$1,285,439	\$1,375,000	-\$89,561	-7.0%
RMTA Total	\$35,769,330	\$42,209,000	-\$6,439,670	-18.0%
Average Toll				
Powhite Parkway	\$0.667	\$0.683	-\$0.0162	-2.4%
Downtown Expressway	\$0.626	\$0.636	-\$0.0095	-1.5%
Boulevard Bridge	\$0.351	\$0.349	\$0.0026	0.7%
RMTA Total	\$0.633	\$0.646	-\$0.0133	-2.1%

Forecast Source: Jacobs Engineering



Figure 6-1: RMTA Traffic, Revenue and Average Toll, FY 2020 Actual vs. Forecast



FY 2020 ANNUAL TRAFFIC AND TOLL REVENUE REPORT

RMTA Total				
Month	FY20 Actual	FY 20 Forecast	Difference	
			Absolute	Percent
Transactions				
Jul	5,491,252	5,452,000	39,252	0.7%
Aug	5,558,016	5,644,000	-85,984	-1.5%
Sep	5,398,620	5,338,000	60,620	1.1%
Oct	5,834,594	5,842,000	-7,406	-0.1%
Nov	5,213,349	5,264,000	-50,651	-1.0%
Dec	5,229,471	4,994,000	235,471	4.5%
Jan	5,232,713	5,143,000	89,713	1.7%
Feb	5,144,438	5,222,000	-77,562	-1.5%
Mar	4,213,316	5,643,000	-1,429,684	-33.9%
Apr	2,556,907	5,489,000	-2,932,093	-114.7%
May	3,061,462	5,677,000	-2,615,538	-85.4%
Jun	3,604,936	5,633,000	-2,028,064	-56.3%
Total	56,539,074	65,341,000	-8,801,926	-15.6%
Toll Revenue				
Jul	\$3,496,951	\$3,515,000	-\$18,049	-0.5%
Aug	\$3,579,539	\$3,518,000	\$61,539	1.7%
Sep	\$3,463,098	\$3,502,000	-\$38,902	-1.1%
Oct	\$3,736,083	\$3,814,000	-\$77,917	-2.1%
Nov	\$3,334,474	\$3,463,000	-\$128,526	-3.9%
Dec	\$3,351,348	\$3,314,000	\$37,348	1.1%
Jan	\$3,375,435	\$3,296,000	\$79,435	2.4%
Feb	\$3,268,125	\$3,363,000	-\$94,875	-2.9%
Mar	\$2,657,278	\$3,639,000	-\$981,722	-36.9%
Apr	\$1,453,557	\$3,535,000	-\$2,081,443	-143.2%
May	\$1,688,207	\$3,641,000	-\$1,952,793	-115.7%
Jun	\$2,365,235	\$3,609,000	-\$1,243,765	-52.6%
Total	\$35,769,330	\$42,209,000	-\$6,439,670	-18.0%
Powhite Parkway				
Month	FY20 Actual	FY 20 Forecast	Difference	
			Absolute	Percent
Transactions				
Jul	3,266,417	3,246,000	20,417	0.6%
Aug	3,281,132	3,308,000	-26,868	-0.8%
Sep	3,181,545	3,126,000	55,545	1.7%
Oct	3,422,697	3,407,000	15,697	0.5%
Nov	3,140,588	3,079,000	61,588	2.0%
Dec	3,161,559	2,979,000	182,559	5.8%
Jan	3,163,748	3,021,000	142,748	4.5%
Feb	3,061,525	3,067,000	-5,475	-0.2%
Mar	2,555,371	3,323,000	-767,629	-30.0%
Apr	1,612,151	3,205,000	-1,592,849	-98.8%
May	1,927,428	3,336,000	-1,408,572	-73.1%
Jun	2,283,926	3,304,000	-1,020,074	-44.7%
Total	34,058,087	38,401,000	-4,342,913	-12.8%
Toll Revenue				
Jul	\$2,186,483	\$2,209,000	-\$22,517	-1.0%
Aug	\$2,223,778	\$2,187,000	\$36,778	1.7%
Sep	\$2,153,078	\$2,165,000	-\$11,922	-0.6%
Oct	\$2,306,308	\$2,350,000	-\$43,692	-1.9%
Nov	\$2,114,237	\$2,128,000	-\$13,763	-0.7%
Dec	\$2,128,348	\$2,078,000	\$50,348	2.4%
Jan	\$2,153,986	\$2,047,000	\$106,986	5.0%
Feb	\$2,008,212	\$2,084,000	-\$75,788	-3.8%
Mar	\$1,783,140	\$2,266,000	-\$482,860	-27.1%
Apr	\$957,617	\$2,187,000	-\$1,229,383	-128.4%
May	\$1,097,244	\$2,272,000	-\$1,174,756	-107.1%
Jun	\$1,588,306	\$2,246,000	-\$657,694	-41.4%
Total	\$22,700,737	\$26,219,000	-\$3,518,263	-15.5%



FY 2020 ANNUAL TRAFFIC AND TOLL REVENUE REPORT

Downtown Expressway				
Month	FY20 Actual	FY 20 Forecast	Difference	
			Absolute	Percent
Transactions				
Jul	1,875,162	1,862,000	13,162	0.7%
Aug	1,927,208	1,983,000	-55,792	-2.9%
Sep	1,871,036	1,880,000	-8,964	-0.5%
Oct	2,050,856	2,076,000	-25,144	-1.2%
Nov	1,748,456	1,868,000	-119,544	-6.8%
Dec	1,750,541	1,735,000	15,541	0.9%
Jan	1,743,776	1,826,000	-82,224	-4.7%
Feb	1,761,637	1,844,000	-82,363	-4.7%
Mar	1,373,437	1,998,000	-624,563	-45.5%
Apr	752,498	1,939,000	-1,186,502	-157.7%
May	900,055	1,991,000	-1,090,945	-121.2%
Jun	1,066,102	1,994,000	-927,898	-87.0%
Total	18,820,764	22,996,000	-4,175,236	-22.2%
Toll Revenue				
Jul	\$1,190,187	\$1,172,000	\$18,187	1.5%
Aug	\$1,215,759	\$1,211,000	\$4,759	0.4%
Sep	\$1,191,619	\$1,220,000	-\$28,381	-2.4%
Oct	\$1,305,508	\$1,339,000	-\$33,492	-2.6%
Nov	\$1,106,301	\$1,224,000	-\$117,699	-10.6%
Dec	\$1,113,946	\$1,138,000	-\$24,054	-2.2%
Jan	\$1,108,572	\$1,147,000	-\$38,428	-3.5%
Feb	\$1,158,025	\$1,171,000	-\$12,975	-1.1%
Mar	\$767,236	\$1,261,000	-\$493,764	-64.4%
Apr	\$432,877	\$1,228,000	-\$795,123	-183.7%
May	\$513,407	\$1,248,000	-\$734,593	-143.1%
Jun	\$679,717	\$1,256,000	-\$576,283	-84.8%
Total	\$11,783,154	\$14,615,000	-\$2,831,846	-24.0%

Boulevard Bridge				
Month	FY20 Actual	FY 20 Forecast	Difference	
			Absolute	Percent
Transactions				
Jul	349,673	344,000	5,673	1.6%
Aug	349,676	353,000	-3,324	-1.0%
Sep	346,039	332,000	14,039	4.1%
Oct	361,041	359,000	2,041	0.6%
Nov	324,305	317,000	7,305	2.3%
Dec	317,371	280,000	37,371	11.8%
Jan	325,189	296,000	29,189	9.0%
Feb	321,276	311,000	10,276	3.2%
Mar	284,508	322,000	-37,492	-13.2%
Apr	192,258	345,000	-152,742	-79.4%
May	233,979	350,000	-116,021	-49.6%
Jun	254,908	335,000	-80,092	-31.4%
Total	3,660,223	3,944,000	-283,777	-7.8%
Toll Revenue				
Jul	\$120,281	\$134,000	-\$13,719	-11.4%
Aug	\$140,002	\$120,000	\$20,002	14.3%
Sep	\$118,401	\$117,000	\$1,401	1.2%
Oct	\$124,267	\$125,000	-\$733	-0.6%
Nov	\$113,936	\$111,000	\$2,936	2.6%
Dec	\$109,054	\$98,000	\$11,054	10.1%
Jan	\$112,877	\$102,000	\$10,877	9.6%
Feb	\$101,888	\$108,000	-\$6,112	-6.0%
Mar	\$106,902	\$112,000	-\$5,098	-4.8%
Apr	\$63,063	\$120,000	-\$56,937	-90.3%
May	\$77,556	\$121,000	-\$43,444	-56.0%
Jun	\$97,212	\$107,000	-\$9,788	-10.1%
Total	\$1,285,439	\$1,375,000	-\$89,561	-7.0%



7.0 HOURLY TRAFFIC PROFILES

7.1.1 October 2019, Prior to COVID-19 Pandemic

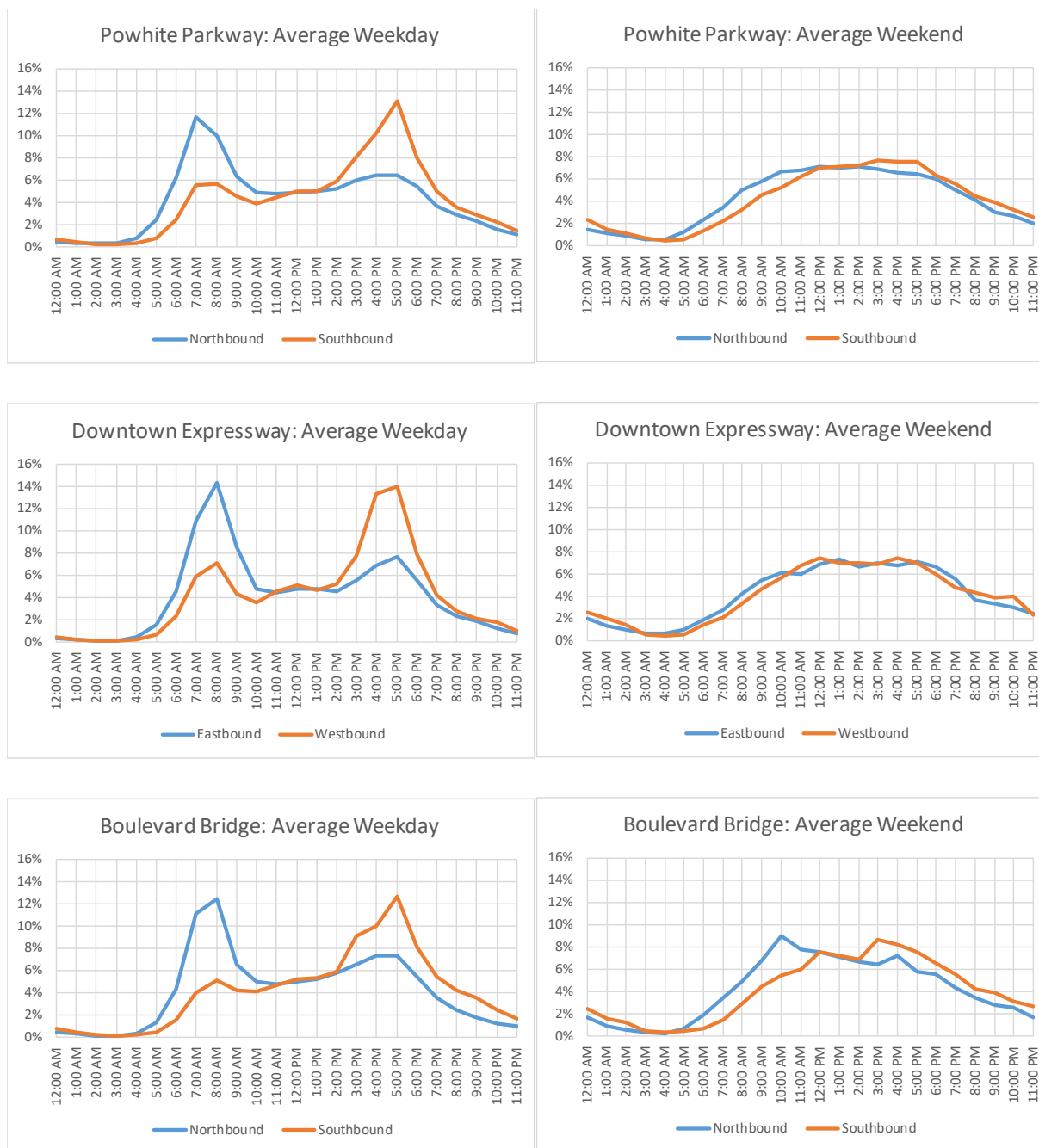
Similar to daily traffic trends, the review of hourly traffic trends by facility provides a comprehensive understanding of the traffic on the RMTA Expressway System. Figure 7-1 presents the hourly traffic by facility for a typical weekday and weekend day in October 2019, prior to the COVID-19 pandemic. 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.

The Powhite Parkway, Downtown Expressway, and Boulevard Bridge show peaking characteristics by both direction and time period during the average weekday. Peak hour factors typically range from 5 to 15 percent of daily traffic. All RMTA facilities typically have peaking characteristics at the higher end of this spectrum. The Powhite Parkway and Boulevard Bridge have peak hours with 12 to 13 percent of daily demand while the Downtown Expressway has peak hours with about 14 percent of daily demand. In the morning, the Powhite Parkway's peak traffic hour is 7-8 AM in the northbound direction while the peak traffic hour is 8-9 AM for the Downtown Expressway eastbound and Boulevard Bridge northbound. The peak hour during the afternoon is 5-6 PM in the afternoon in the opposite direction. These peak one-hour periods are the typical commuter "rush hour" and such trends have been static for years. The fact that the peak hour is more pronounced on the RMTA Expressway System points to the unique nature of these facilities and the need to use specific RMTA Expressway data when conducting analysis for the System and not general traffic factors. These factors influence toll plaza sizing, ramp operations and a myriad of other items unique to the RMTA Expressway System. To address peak-hour congestion on its roadways, the RMTA implemented open road tolling (ORT), an electronic toll collection system, on both the Powhite Parkway and Downtown Expressway. The Powhite Parkway was the first of RMTA's facilities to use ORT, opening northbound and southbound ORT lanes in fall of 2008. Westbound ORT lanes were opened to traffic on the Downtown Expressway in fall 2012. The eastbound toll plaza did not implement ORT lanes due to the congestion and potential safety issues downstream at the exiting ramps and on the downtown roadway network that may occur during the AM peak period. With the implementation of ORT both roadways experienced a reduction in peak hour congestion. Additionally, improvements have been made to existing collection equipment to modernize technologies and decrease congestion during peak hours.

The weekend traffic is typical of commuter routes with light traffic in the mornings and steady traffic from later morning to the evening, peaking at 7 to 9 percent of the daily traffic between 10 AM and 6 PM, depending on the roadway. These lower peak percentages combined with lower overall traffic on weekends indicate that the typical weekend is congestion compared to weekdays as is the known experience on the RMTA system.



Figure 7-1: Hourly Traffic Trends on the RMTA Expressway System October 2019



7.1.2 April and June 2020, During the COVID-19 Pandemic

Figure 7-2 and Figure 7-3 present the hourly traffic by facility for the a typical weekday and weekend for April 2020 and June 2020, respectively. Peak hours during the AM periods account for 7-9 percent of directional traffic while peak hours in the PM periods account for 8-11 percent of traffic. These peak hour



FY 2020 ANNUAL TRAFFIC AND TOLL REVENUE REPORT

factors are noticeably lower than those during October 2019 due to the COVID-19 pandemic. With many people working from home or unemployed, there are fewer commuters during “rush hour” periods. As the pandemic progresses and ends, these hourly traffic trends may continue to change. Figure 7-4 compares the hourly traffic trends for each facility and direction by month (October 2019, April 2020, and June 2020).

Figure 7-2: Hourly Traffic Trends on the RMTA Expressway System April 2020

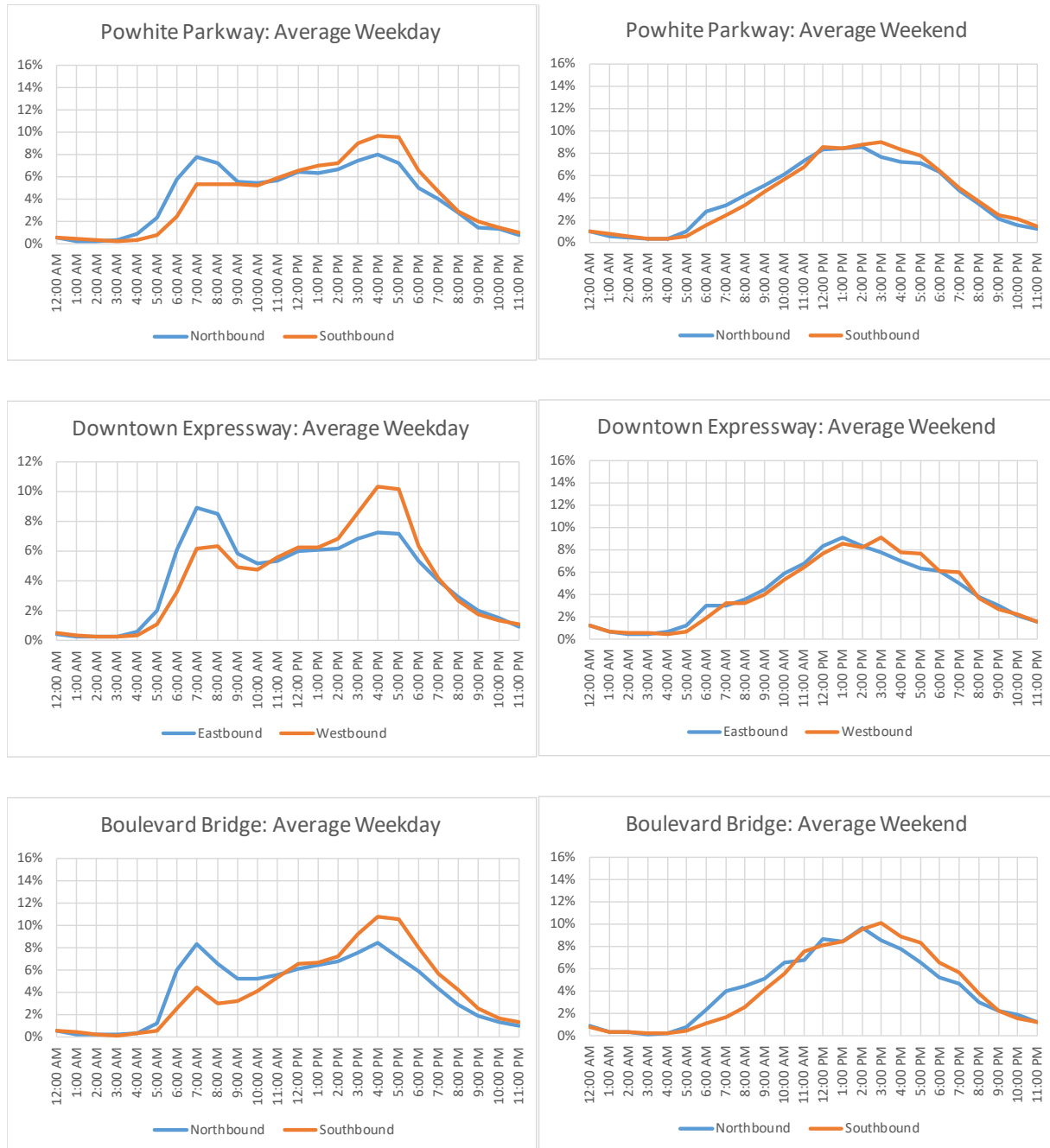


Figure 7-3: Hourly Traffic Trends on the RMTA Expressway System June 2020

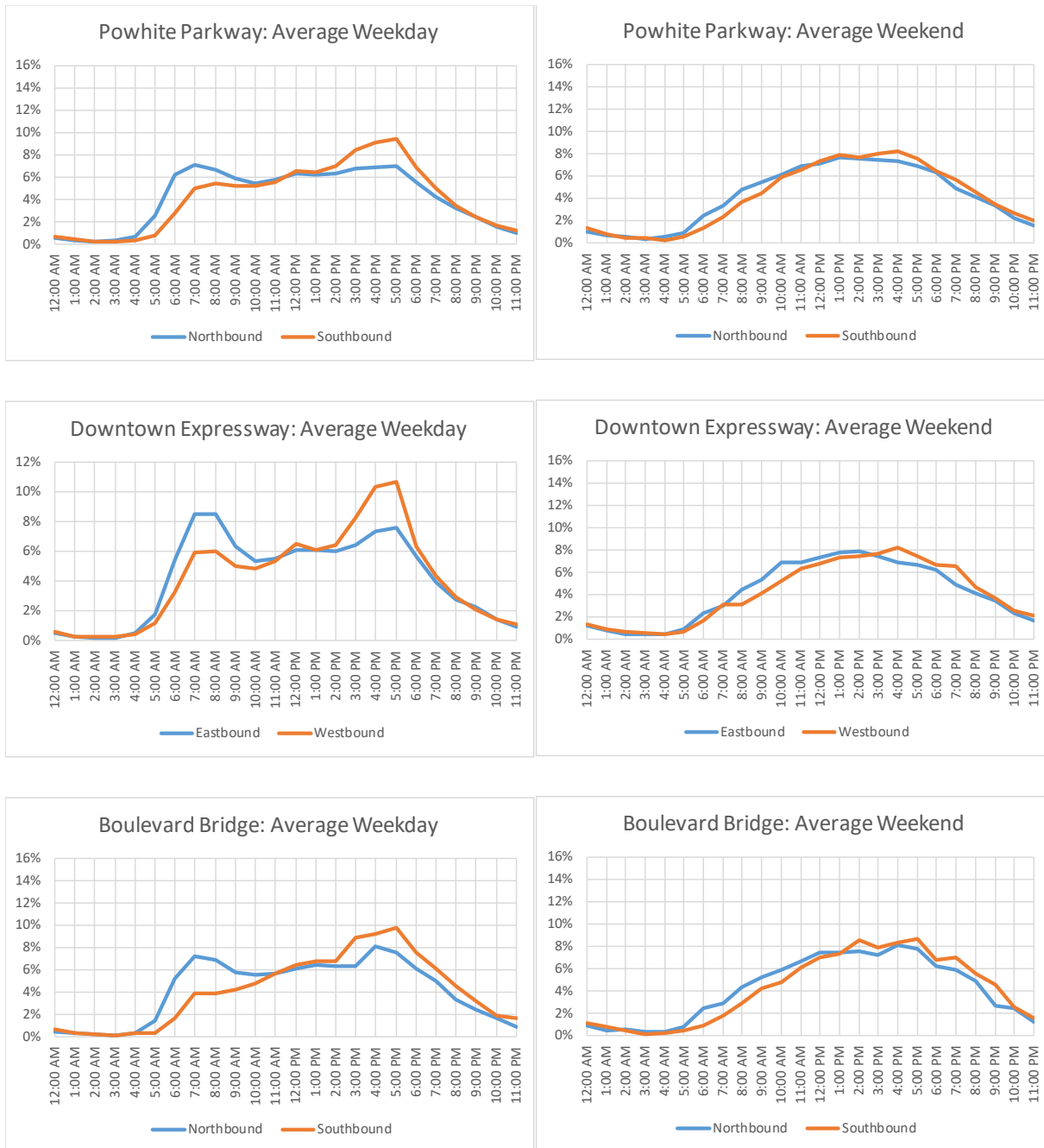
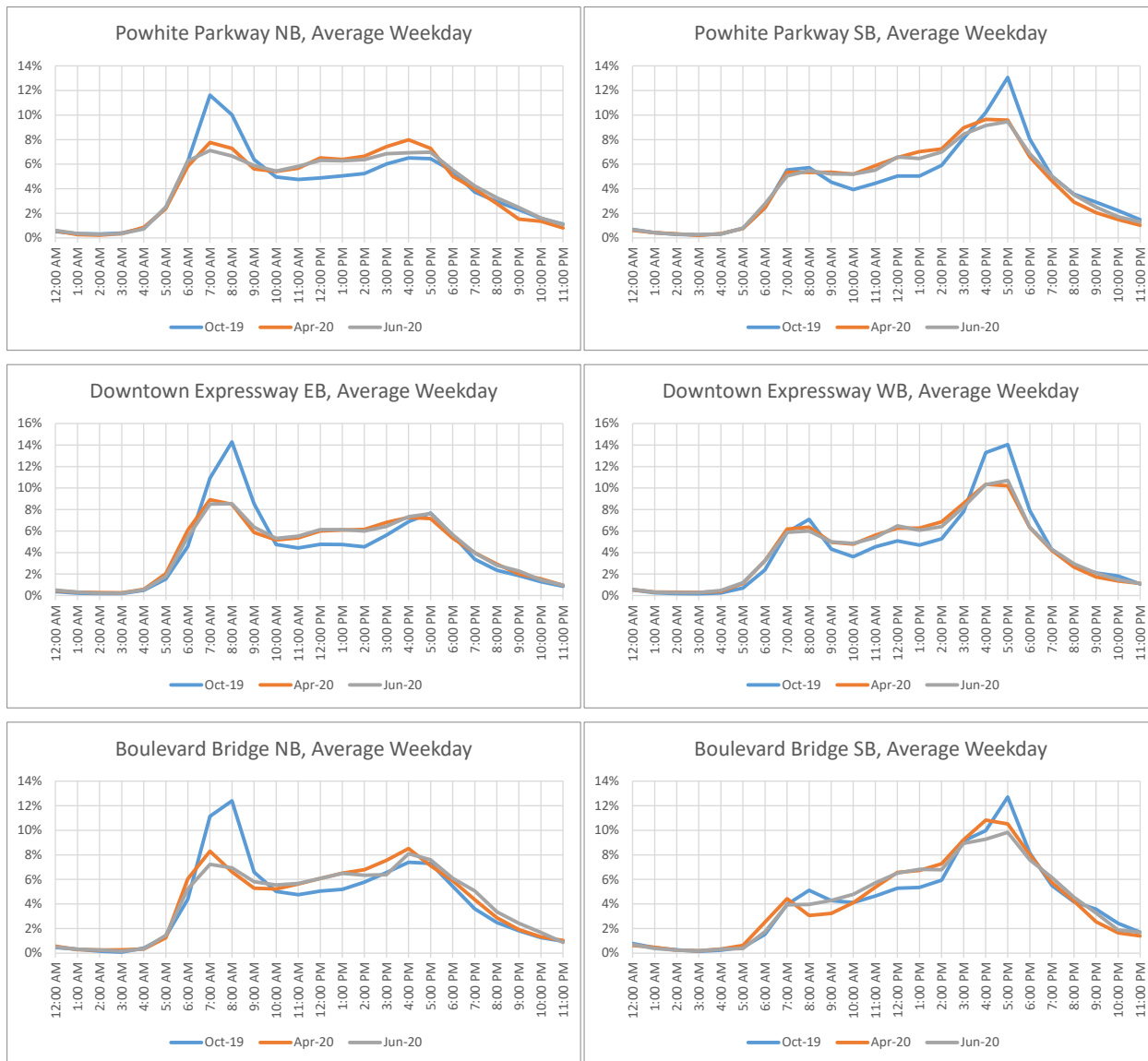


Figure 7-4: Hourly Traffic Comparison on the RMTA Expressway System for October 2019, April 2020, and June 2020



8.0 FY20 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: Percent Share of Transactions FY 2020

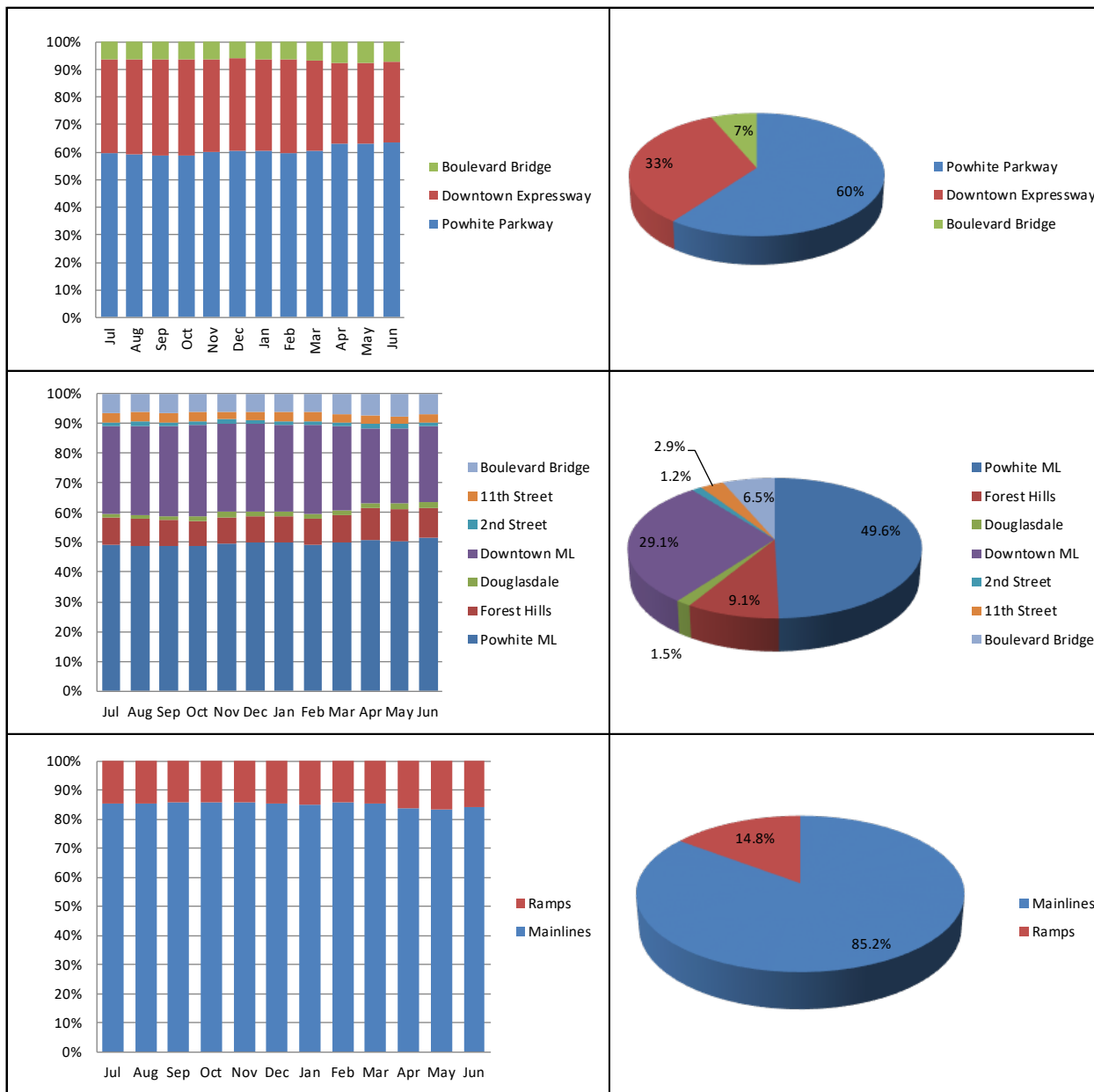
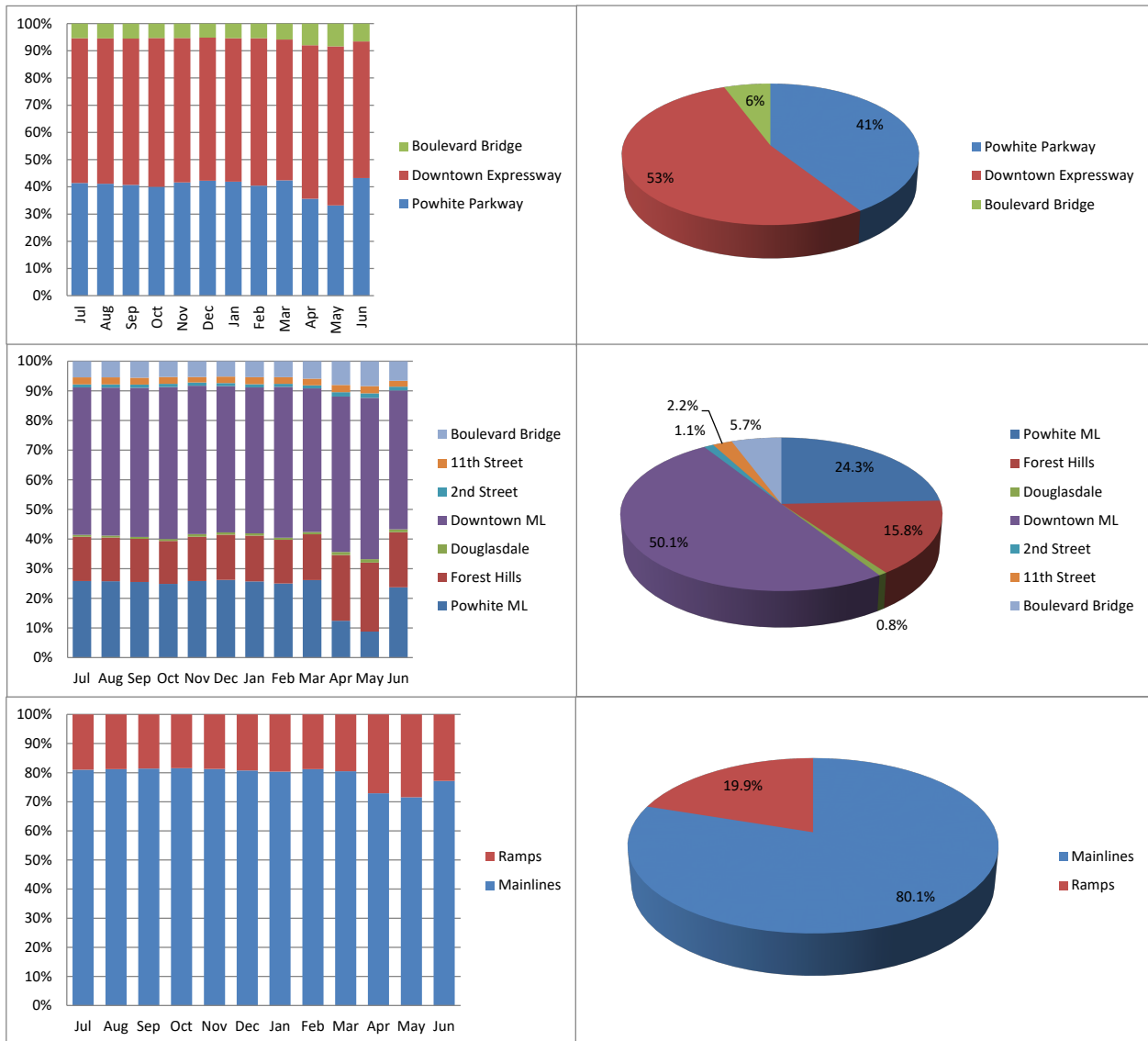


Figure 8-2: Percent Share of Toll Revenue – FY 2020



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 FY19 to FY20. Because weekday and weekend traffic are so different on the RMTA system, comparisons are not made between, for example, Monday, July 9, 2018 and Tuesday, July 9, 2019 but between the like days of Monday, July 9, 2018 and Monday, July 8, 2019. 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.

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 slightly positive growth while the smaller node(s) are significant negative growth. The prominent mode includes days from the time period between July and February when operations were normal, while the smaller node(s) are made of days from March to June when the COVID-19 pandemic caused traffic to decrease significantly.

The blue lines represent the cumulative percentage share at each growth rate so that at any growth rate it can be determined 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 be able to detail the middle range of growth rates, ranging from -20% to +20% 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.

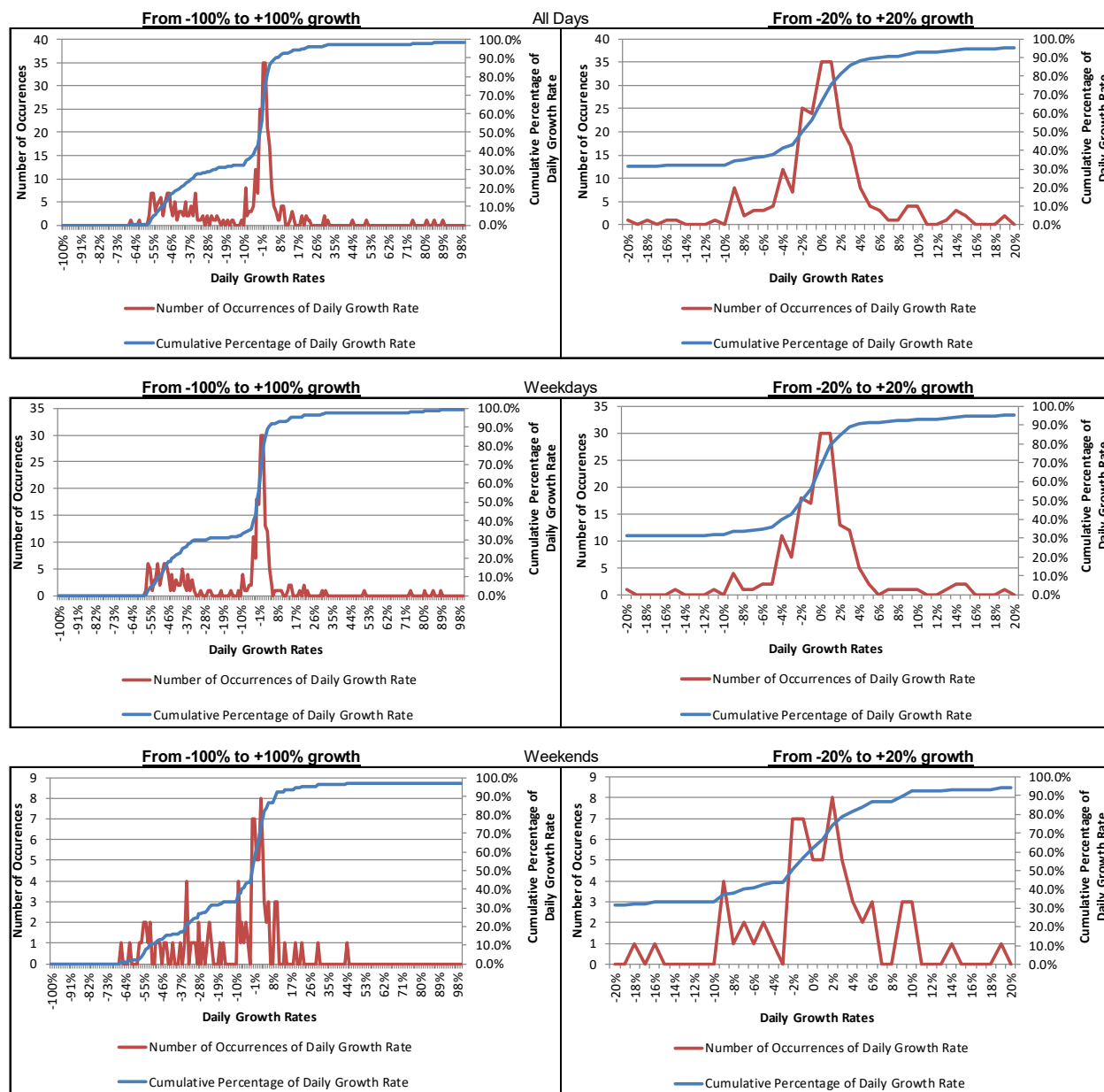
This analysis aids in the determination of normalized traffic growths which feed into the forecasting process.

Key takeaways:

- Weekend traffic has a wider distribution of growth rates than weekday traffic as a function of low traffic levels and various special events that occur;
- Except for the COVID-19 pandemic, the weekday traffic on the Powhite Parkway has the narrowest distribution of growth rates; and
- Except for the COVID-19 pandemic, the Boulevard Bridge has the widest distributions.



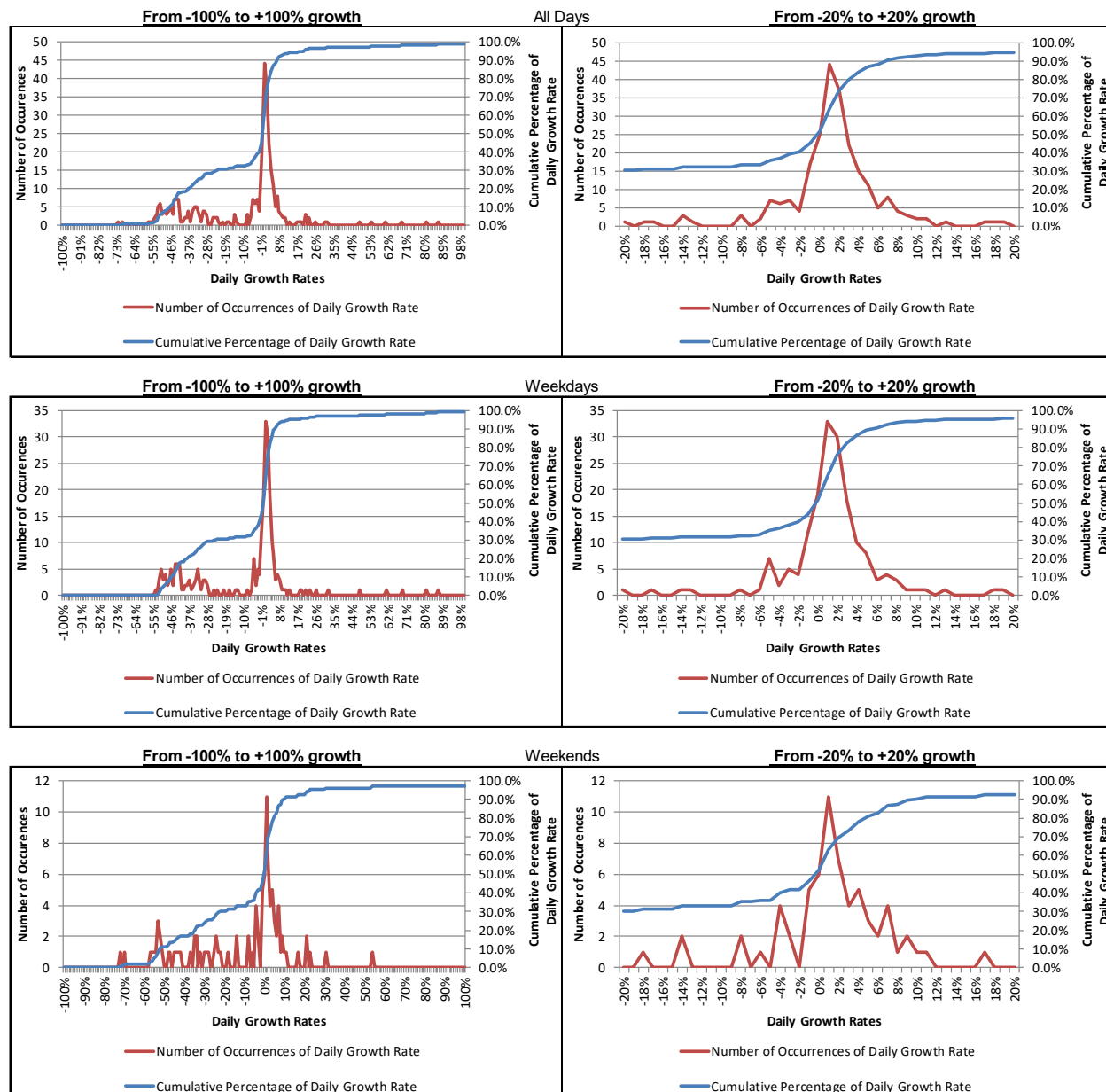
Figure 9-1: RMTA Total Daily Traffic Growth Distributions



Days of the Week	Daily Growth Rates		
	Actual	Mean	Median
All Days	-13.1%	-10.8%	-2.0%
Weekdays	-13.5%	-11.2%	-2.0%
Weekend Days	-12.2%	-9.7%	-2.4%



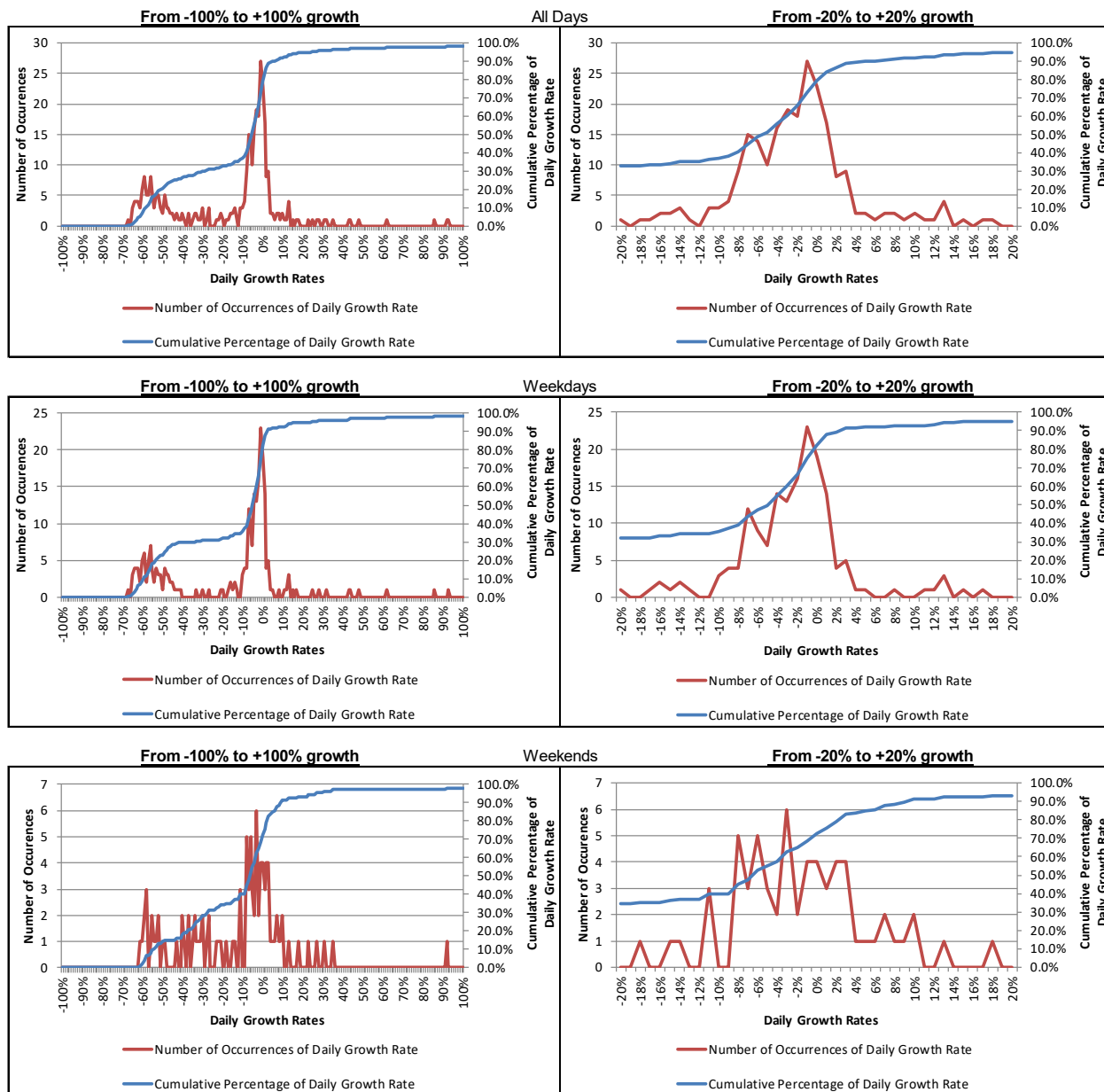
Figure 9-2: Powhite Total Daily Traffic Growth Distributions



Days of the Week	Daily Growth Rates		
	Actual	Mean	Median
All Days	-11.0%	-9.1%	-0.3%
Weekdays	-11.2%	-9.2%	-0.2%
Weekend Days	-11.1%	-8.7%	-0.7%



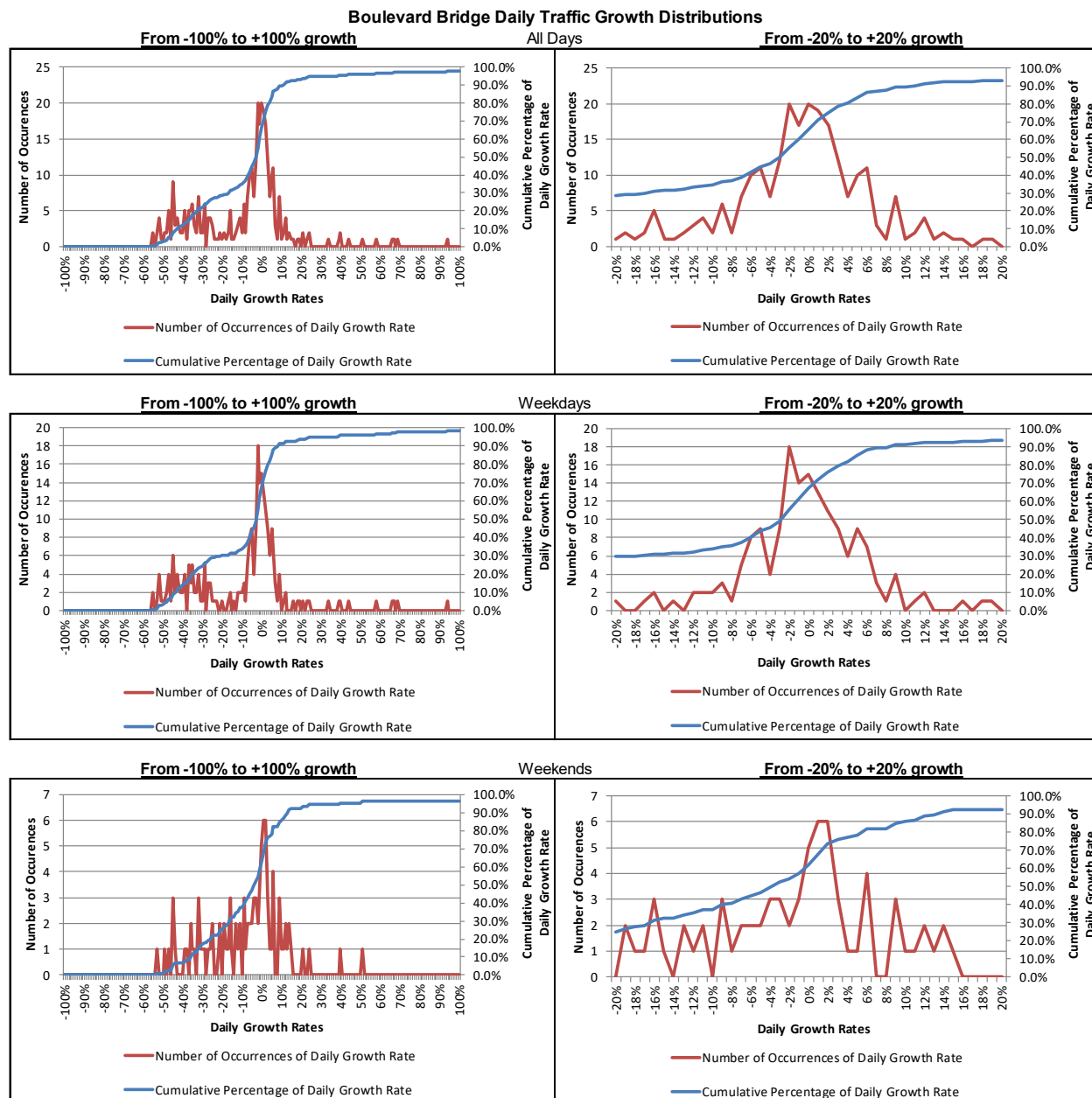
Figure 9-3: DTE Total Daily Traffic Growth Distributions



Days of the Week	Daily Growth Rates		
	Actual	Mean	Median
All Days	-17.3%	-14.3%	-5.8%
Weekdays	-17.9%	-14.8%	-4.9%
Weekend Days	-15.4%	-17.2%	-6.9%



Figure 9-4: Boulevard Bridge Daily Traffic Growth Distributions



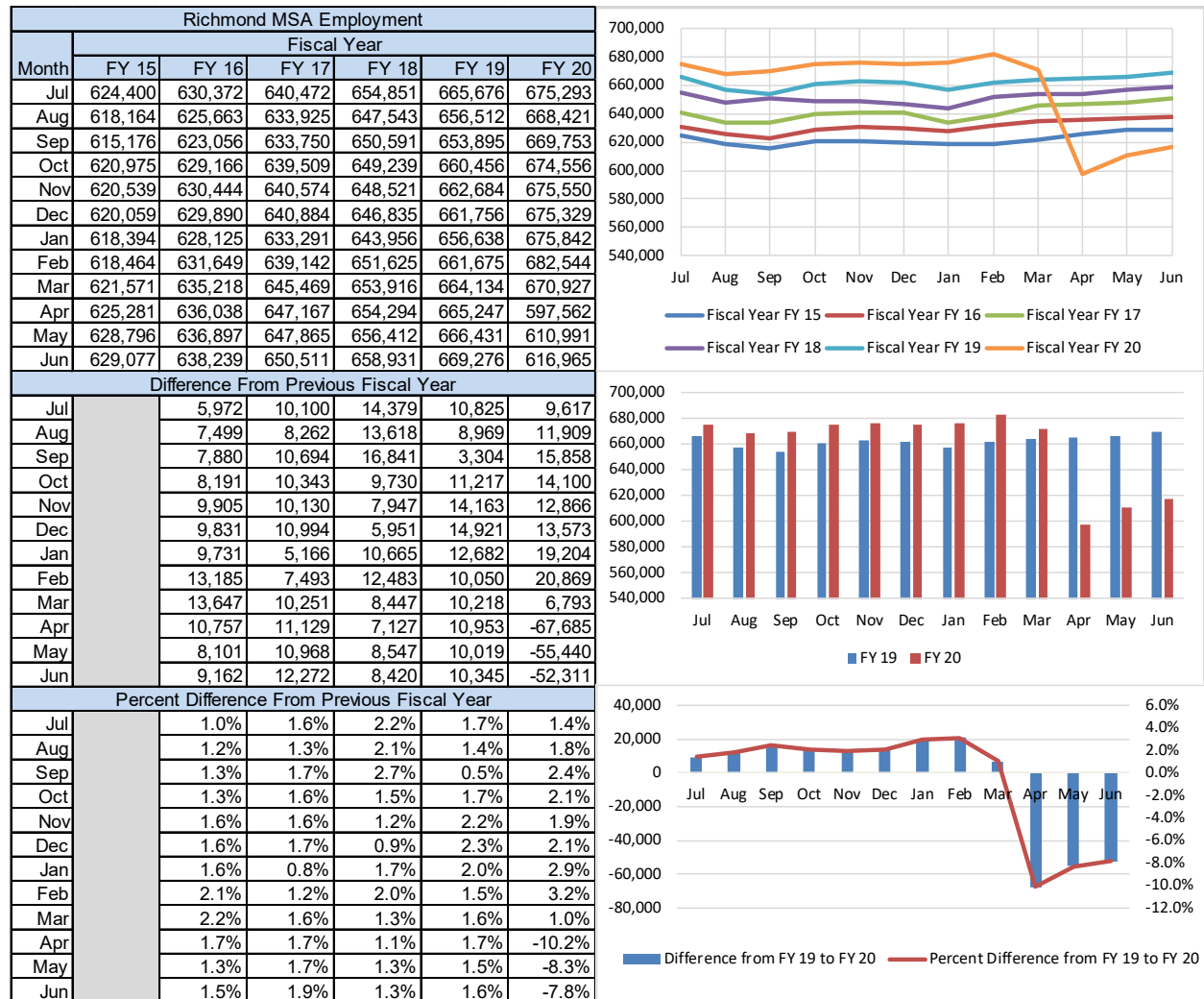
Days of the Week	Daily Growth Rates		
	Actual	Mean	Median
All Days	-9.8%	27.5%	-3.0%
Weekdays	-10.4%	23.1%	-2.8%
Weekend Days	-8.2%	38.5%	-4.0%



10.0 EMPLOYMENT TRENDS

- Prior to the COVID-19 pandemic, employment in the Richmond Metropolitan Area grew consistently for over 5 years.
- April 2020 is the first month since January 2013 that employment in the Richmond Metropolitan area was below 600,000.
- Employment in the most recent month (June 2020) is greater to employment in September 2014 at almost 617,000.

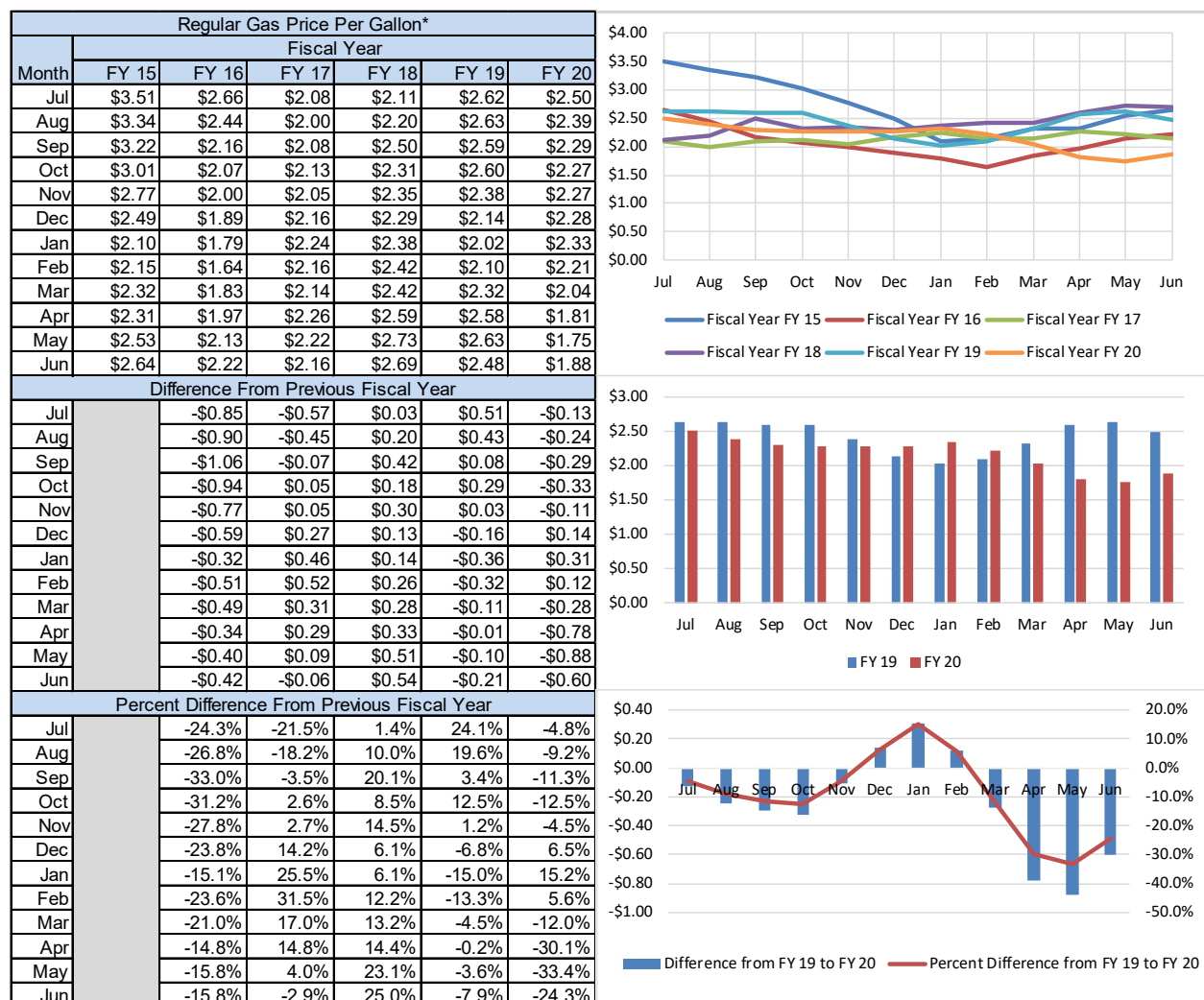
Figure 10-1: Richmond MSA Employment Analysis



11.0 GAS PRICE TRENDS

- There were minor fluctuations in gas prices in the first eight months of the year.
- From April to June 2020, gas prices have been at least 60 cents/gallon cheaper than the previous year.
- There is little indication that these fluctuations in prices cause a significant decrease in trips on the RMTA system. Gas prices have dropped significantly in the last three months of FY20, but this has not incented more traffic due to the Stay-at-Home order for the COVID-19 pandemic.

Figure 11-1: Gasoline Price Analysis



*Lower Atlantic (PADD 1C) Regular Conventional Retail Gasoline Prices

Source: US Energy Information Administration



12.0 FY20 ACTUAL TO FY21 SCENARIOS

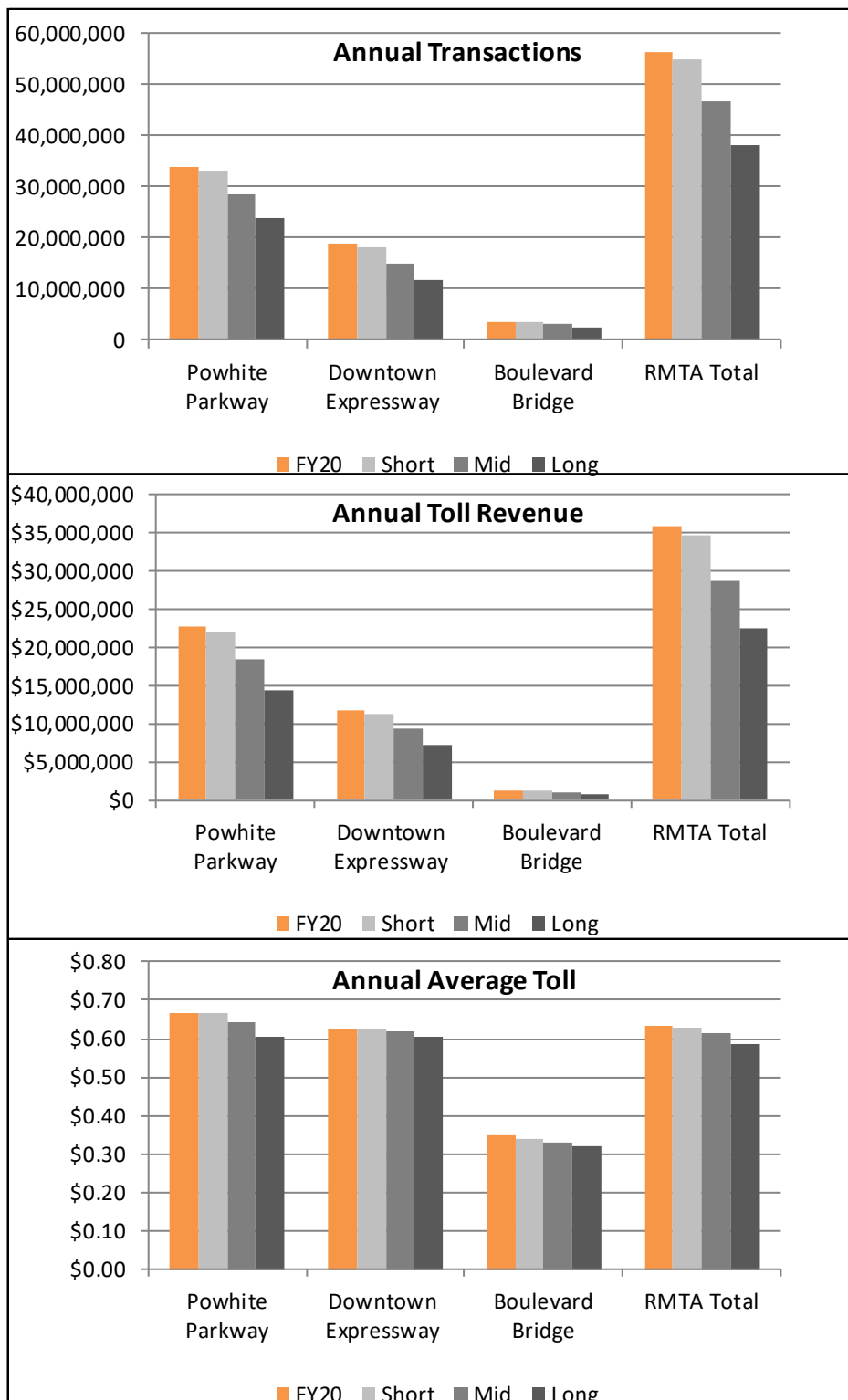
- Traffic results from Stantec’s FY21 scenarios are 2.9 to 32.2 percent lower than the traffic from FY20. Toll revenue results from Stantec’s FY21 scenarios are 3.2 to 37.1 percent lower than the toll revenue from FY20.
 - From July to February, traffic results from Stantec’s FY21 scenarios are 20 to 47 percent lower than the results from FY20. Toll revenue FY21 scenarios are 22 to 52 percent lower than the results from FY20 for the same period.
 - From March to June, traffic results from Stantec’s FY21 scenarios are 15 to 54 percent higher than the results from FY20. Toll revenue FY21 scenarios are 12 to 62 percent lower than the results from FY20 for the same period.
- The average toll rate for FY21 is expected to vary no more than 9 percent from FY20.
- The ability for the FY21 scenarios to be met is most dependent on how quickly the COVID-19 pandemic ends and the economy recovers.

Table 12-1: Transactions, Revenue and Average Toll, FY 2020 vs FY 2021 Scenarios

FY20 to FY21 Forecast							
Facility	FY20	FY21 Scenarios by Duration			Actual % Difference from Scenarios		
		Short	Mid	Long	Short	Mid	Long
Transactions							
Powhite Parkway	34,058,087	33,178,000	28,656,000	23,825,000	-2.6%	-15.9%	-30.0%
Downtown Expressway	18,820,764	18,158,000	15,002,000	11,917,000	-3.5%	-20.3%	-36.7%
Boulevard Bridge	3,660,223	3,570,000	3,118,000	2,579,000	-2.5%	-14.8%	-29.5%
RMTA Total	56,539,074	54,906,000	46,776,000	38,321,000	-2.9%	-17.3%	-32.2%
Toll Revenue							
Powhite Parkway	\$22,700,737	\$22,059,000	\$18,488,000	\$14,465,000	-2.8%	-18.6%	-36.3%
Downtown Expressway	\$11,783,154	\$11,352,000	\$9,279,000	\$7,194,000	-3.7%	-21.3%	-38.9%
Boulevard Bridge	\$1,285,439	\$1,205,000	\$1,035,000	\$831,000	-6.3%	-19.5%	-35.4%
RMTA Total	\$35,769,330	\$34,616,000	\$28,802,000	\$22,490,000	-3.2%	-19.5%	-37.1%
Average Toll							
Powhite Parkway	\$0.667	\$0.665	\$0.645	\$0.607	-0.2%	-3.2%	-8.9%
Downtown Expressway	\$0.626	\$0.625	\$0.619	\$0.604	-0.1%	-1.2%	-3.6%
Boulevard Bridge	\$0.351	\$0.338	\$0.332	\$0.322	-3.9%	-5.5%	-8.3%
RMTA Total	\$0.633	\$0.630	\$0.616	\$0.587	-0.3%	-2.7%	-7.2%

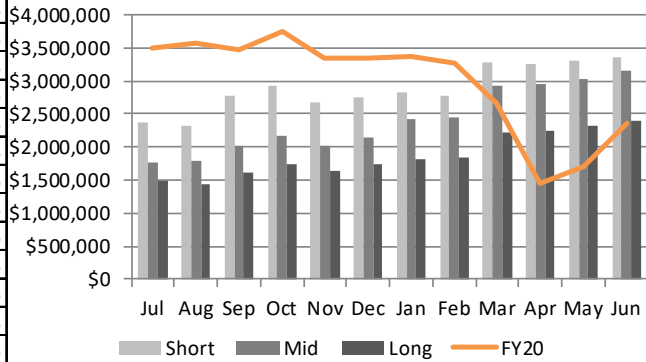
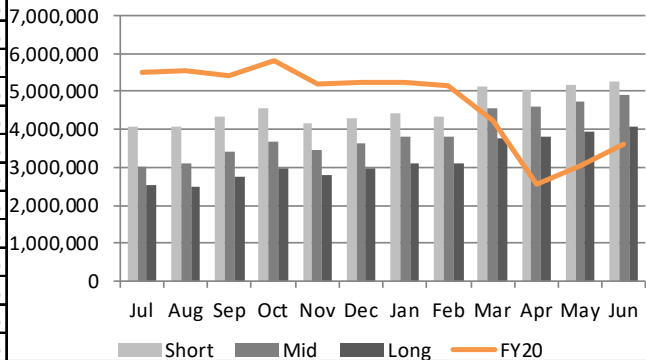


Figure 12-1: Transactions, Revenue and Average Toll, FY 2020 vs FY 2021 Scenarios

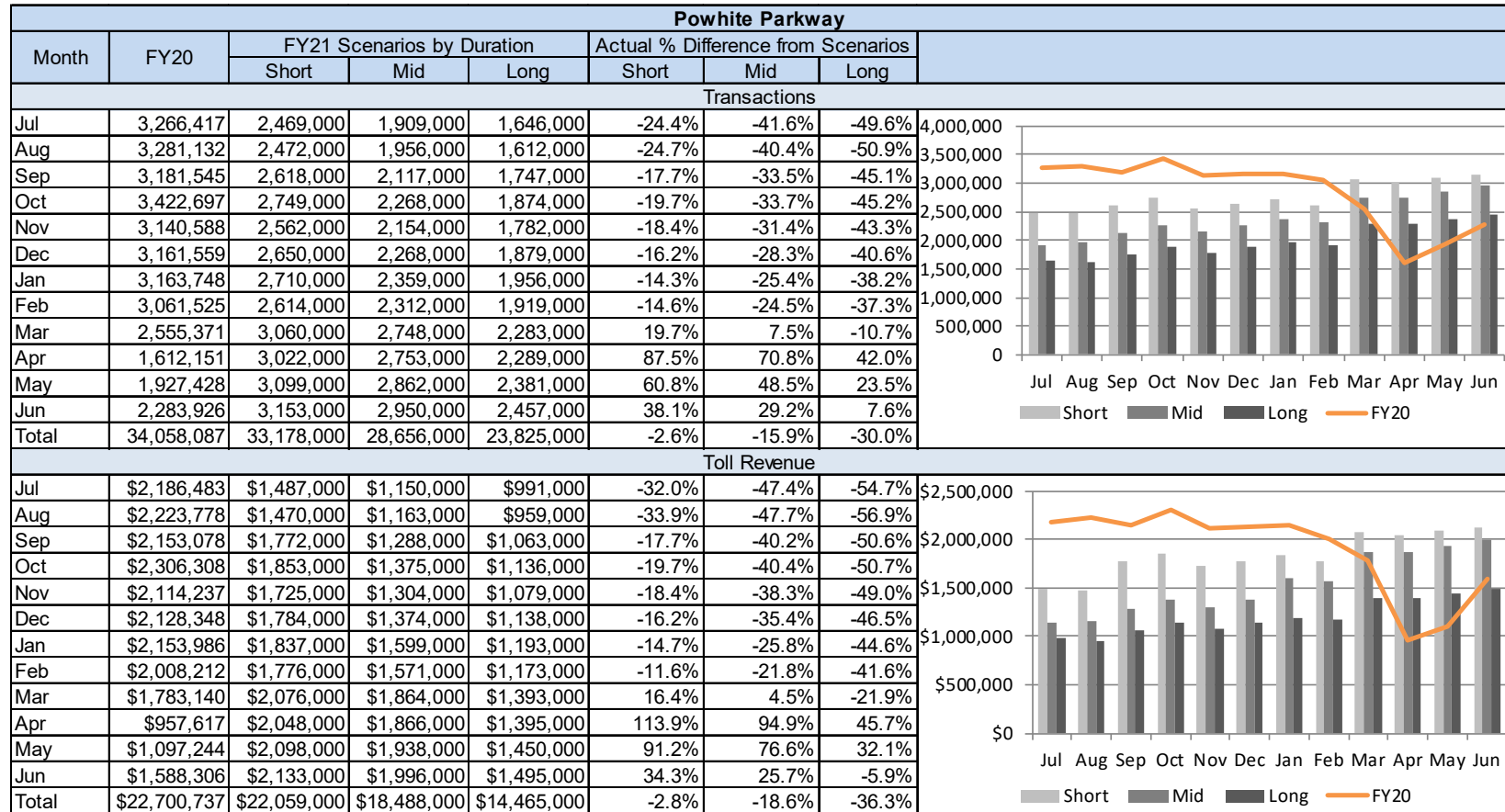


FY 2020 ANNUAL TRAFFIC AND TOLL REVENUE REPORT

RMTA Total							
Month	FY20	FY21 Scenarios by Duration			Actual % Difference from Scenarios		
		Short	Mid	Long	Short	Mid	Long
Transactions							
Jul	5,491,252	4,058,000	3,030,000	2,545,000	-26.1%	-44.8%	-53.7%
Aug	5,558,016	4,067,000	3,123,000	2,491,000	-26.8%	-43.8%	-55.2%
Sep	5,398,620	4,354,000	3,430,000	2,750,000	-19.3%	-36.5%	-49.1%
Oct	5,834,594	4,576,000	3,692,000	2,977,000	-21.6%	-36.7%	-49.0%
Nov	5,213,349	4,179,000	3,451,000	2,799,000	-19.8%	-33.8%	-46.3%
Dec	5,229,471	4,306,000	3,632,000	2,959,000	-17.7%	-30.5%	-43.4%
Jan	5,232,713	4,412,000	3,794,000	3,104,000	-15.7%	-27.5%	-40.7%
Feb	5,144,438	4,338,000	3,799,000	3,118,000	-15.7%	-26.2%	-39.4%
Mar	4,213,316	5,117,000	4,560,000	3,756,000	21.4%	8.2%	-10.9%
Apr	2,556,907	5,064,000	4,588,000	3,791,000	98.1%	79.4%	48.3%
May	3,061,462	5,161,000	4,750,000	3,936,000	68.6%	55.2%	28.6%
Jun	3,604,936	5,274,000	4,927,000	4,095,000	46.3%	36.7%	13.6%
Total	56,539,074	54,906,000	46,776,000	38,321,000	-2.9%	-17.3%	-32.2%
Toll Revenue							
Jul	\$3,496,951	\$2,369,000	\$1,766,000	\$1,482,000	-32.3%	-49.5%	-57.6%
Aug	\$3,579,539	\$2,331,000	\$1,786,000	\$1,425,000	-34.9%	-50.1%	-60.2%
Sep	\$3,463,098	\$2,786,000	\$2,017,000	\$1,616,000	-19.6%	-41.8%	-53.3%
Oct	\$3,736,083	\$2,915,000	\$2,164,000	\$1,743,000	-22.0%	-42.1%	-53.3%
Nov	\$3,334,474	\$2,671,000	\$2,027,000	\$1,643,000	-19.9%	-39.2%	-50.7%
Dec	\$3,351,348	\$2,756,000	\$2,137,000	\$1,741,000	-17.8%	-36.2%	-48.1%
Jan	\$3,375,435	\$2,815,000	\$2,422,000	\$1,822,000	-16.6%	-28.2%	-46.0%
Feb	\$3,268,125	\$2,783,000	\$2,438,000	\$1,841,000	-14.8%	-25.4%	-43.7%
Mar	\$2,657,278	\$3,283,000	\$2,925,000	\$2,219,000	23.5%	10.1%	-16.5%
Apr	\$1,453,557	\$3,246,000	\$2,942,000	\$2,238,000	123.3%	102.4%	54.0%
May	\$1,688,207	\$3,296,000	\$3,034,000	\$2,314,000	95.2%	79.7%	37.1%
Jun	\$2,365,235	\$3,365,000	\$3,144,000	\$2,406,000	42.3%	32.9%	1.7%
Total	\$35,769,330	\$34,616,000	\$28,802,000	\$22,490,000	-3.2%	-19.5%	-37.1%



FY 2020 ANNUAL TRAFFIC AND TOLL REVENUE REPORT



FY 2020 ANNUAL TRAFFIC AND TOLL REVENUE REPORT

Downtown Expressway								
Month	FY20	FY21 Scenarios by Duration			Actual % Difference from Scenarios			
		Short	Mid	Long	Short	Mid	Long	
Transactions								
Jul	1,875,162	1,309,000	897,000	710,000	-30.2%	-52.2%	-62.1%	
Aug	1,927,208	1,318,000	942,000	695,000	-31.6%	-51.1%	-63.9%	
Sep	1,871,036	1,444,000	1,071,000	805,000	-22.8%	-42.8%	-57.0%	
Oct	2,050,856	1,526,000	1,171,000	895,000	-25.6%	-42.9%	-56.4%	
Nov	1,748,456	1,346,000	1,066,000	827,000	-23.0%	-39.0%	-52.7%	
Dec	1,750,541	1,383,000	1,127,000	885,000	-21.0%	-35.6%	-49.4%	
Jan	1,743,776	1,416,000	1,184,000	941,000	-18.8%	-32.1%	-46.0%	
Feb	1,761,637	1,449,000	1,242,000	996,000	-17.7%	-29.5%	-43.5%	
Mar	1,373,437	1,739,000	1,525,000	1,235,000	26.6%	11.0%	-10.1%	
Apr	752,498	1,717,000	1,538,000	1,255,000	128.2%	104.4%	66.8%	
May	900,055	1,725,000	1,576,000	1,296,000	91.7%	75.1%	44.0%	
Jun	1,066,102	1,786,000	1,663,000	1,377,000	67.5%	56.0%	29.2%	
Total	18,820,764	18,158,000	15,002,000	11,917,000	-3.5%	-20.3%	-36.7%	
Toll Revenue								
Jul	\$1,190,187	\$790,000	\$542,000	\$429,000	-33.6%	-54.5%	-64.0%	
Aug	\$1,215,759	\$772,000	\$551,000	\$407,000	-36.5%	-54.7%	-66.5%	
Sep	\$1,191,619	\$914,000	\$651,000	\$489,000	-23.3%	-45.4%	-59.0%	
Oct	\$1,305,508	\$958,000	\$706,000	\$539,000	-26.6%	-45.9%	-58.7%	
Nov	\$1,106,301	\$852,000	\$647,000	\$502,000	-23.0%	-41.5%	-54.6%	
Dec	\$1,113,946	\$878,000	\$686,000	\$539,000	-21.2%	-38.4%	-51.6%	
Jan	\$1,108,572	\$879,000	\$736,000	\$561,000	-20.7%	-33.6%	-49.4%	
Feb	\$1,158,025	\$920,000	\$789,000	\$607,000	-20.6%	-31.9%	-47.6%	
Mar	\$767,236	\$1,097,000	\$962,000	\$748,000	43.0%	25.4%	-2.5%	
Apr	\$432,877	\$1,086,000	\$973,000	\$762,000	150.9%	124.8%	76.0%	
May	\$513,407	\$1,081,000	\$988,000	\$779,000	110.6%	92.4%	51.7%	
Jun	\$679,717	\$1,125,000	\$1,048,000	\$832,000	65.5%	54.2%	22.4%	
Total	\$11,783,154	\$11,352,000	\$9,279,000	\$7,194,000	-3.7%	-21.3%	-38.9%	



FY 2020 ANNUAL TRAFFIC AND TOLL REVENUE REPORT

Boulevard Bridge								
Month	FY20	FY21 Scenarios by Duration			Actual % Difference from Scenarios			
		Short	Mid	Long	Short	Mid	Long	
Transactions								
Jul	349,673	280,000	224,000	189,000	-19.9%	-35.9%	-45.9%	
Aug	349,676	277,000	225,000	184,000	-20.8%	-35.7%	-47.4%	
Sep	346,039	292,000	242,000	198,000	-15.6%	-30.1%	-42.8%	
Oct	361,041	301,000	253,000	208,000	-16.6%	-29.9%	-42.4%	
Nov	324,305	271,000	231,000	190,000	-16.4%	-28.8%	-41.4%	
Dec	317,371	273,000	237,000	195,000	-14.0%	-25.3%	-38.6%	
Jan	325,189	286,000	251,000	207,000	-12.1%	-22.8%	-36.3%	
Feb	321,276	275,000	245,000	203,000	-14.4%	-23.7%	-36.8%	
Mar	284,508	318,000	287,000	238,000	11.8%	0.9%	-16.3%	
Apr	192,258	325,000	297,000	247,000	69.0%	54.5%	28.5%	
May	233,979	337,000	312,000	259,000	44.0%	33.3%	10.7%	
Jun	254,908	335,000	314,000	261,000	31.4%	23.2%	2.4%	
Total	3,660,223	3,570,000	3,118,000	2,579,000	-2.5%	-14.8%	-29.5%	
Toll Revenue								
Jul	\$120,281	\$92,000	\$74,000	\$62,000	-23.5%	-38.5%	-48.5%	
Aug	\$140,002	\$89,000	\$72,000	\$59,000	-36.4%	-48.6%	-57.9%	
Sep	\$118,401	\$100,000	\$78,000	\$64,000	-15.5%	-34.1%	-45.9%	
Oct	\$124,267	\$104,000	\$83,000	\$68,000	-16.3%	-33.2%	-45.3%	
Nov	\$113,936	\$94,000	\$76,000	\$62,000	-17.5%	-33.3%	-45.6%	
Dec	\$109,054	\$94,000	\$77,000	\$64,000	-13.8%	-29.4%	-41.3%	
Jan	\$112,877	\$99,000	\$87,000	\$68,000	-12.3%	-22.9%	-39.8%	
Feb	\$101,888	\$87,000	\$78,000	\$61,000	-14.6%	-23.4%	-40.1%	
Mar	\$106,902	\$110,000	\$99,000	\$78,000	2.9%	-7.4%	-27.0%	
Apr	\$63,063	\$112,000	\$103,000	\$81,000	77.6%	63.3%	28.4%	
May	\$77,556	\$117,000	\$108,000	\$85,000	50.9%	39.3%	9.6%	
Jun	\$97,212	\$107,000	\$100,000	\$79,000	10.1%	2.9%	-18.7%	
Total	\$1,285,439	\$1,205,000	\$1,035,000	\$831,000	-6.3%	-19.5%	-35.4%	



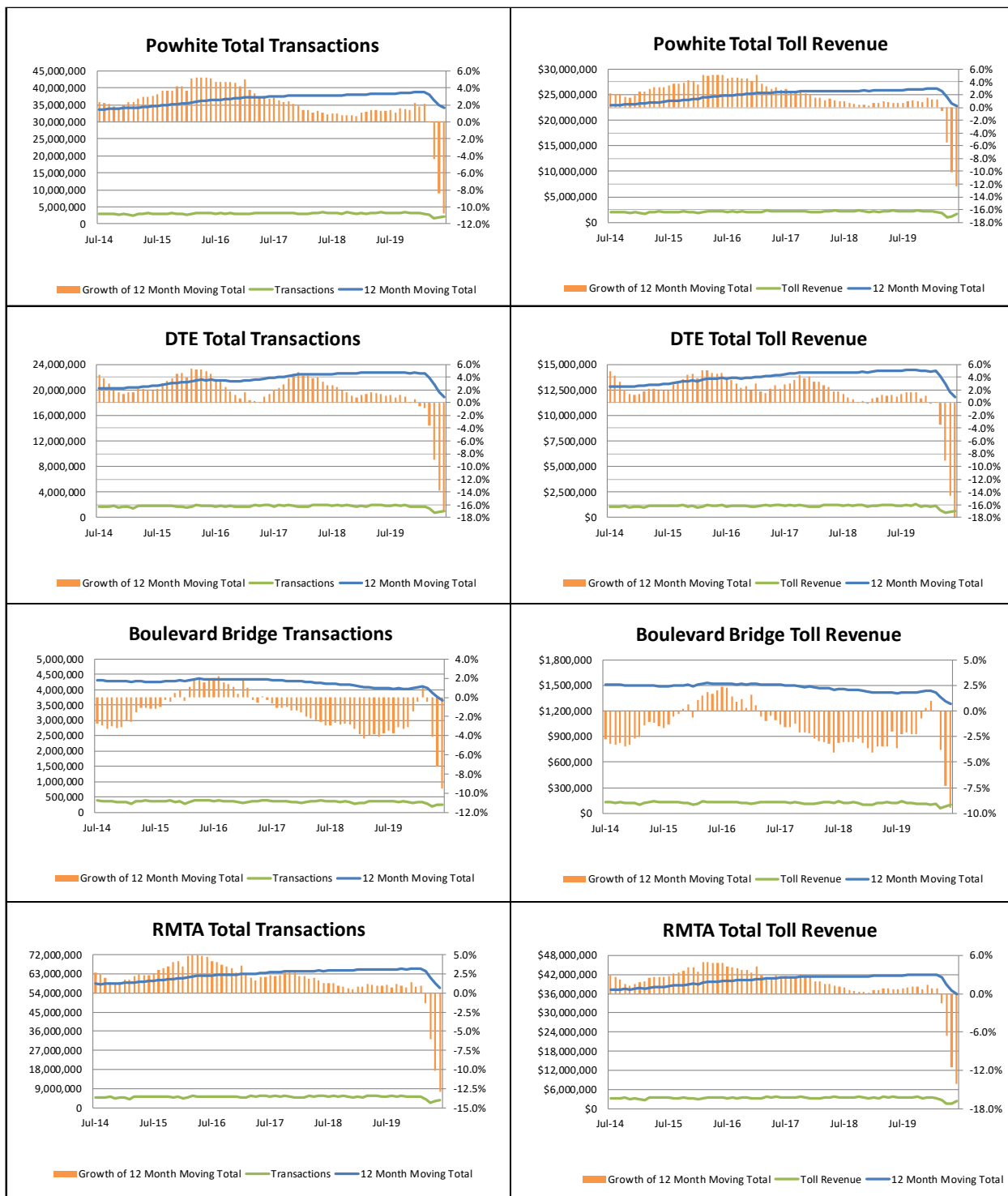
13.0 TRENDS BY FACILITY

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.



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



FY 2020 ANNUAL TRAFFIC AND TOLL REVENUE REPORT

13.2 RMTA T&R TRENDS

RMTA Total: Transactions by Payment Type by Day of Week for FY2015 to FY2020									
2015	Cash	ETC *	Non-Rev	Violations	ISF	Total			
Mon	53,691	115,997	1,301	4,265	195	175,449			
Tue	55,232	123,150	1,459	4,405	214	184,460			
Wed	56,126	124,037	1,604	4,400	223	186,390			
Thu	55,911	120,840	1,479	4,504	226	182,960			
Fri	62,157	119,889	1,413	4,953	233	188,645			
Sat	51,653	66,355	716	3,983	160	122,867			
Sun	41,117	54,309	610	3,088	123	99,248			
Avg Weekday	56,618	120,791	1,451	4,505	219	183,584			
Avg Weekend	46,385	60,332	663	3,536	141	111,058			
Avg Day	53,702	103,565	1,227	4,229	197	162,919	Growth from previous FY		
2016	Cash	ETC *	Non-Rev	Violations	ISF	Total	Cash	ETC	Total
Mon	52,290	120,038	1,343	4,570	185	178,426	-2.6%	3.5%	1.7%
Tue	55,559	132,714	1,497	4,864	206	194,840	0.6%	7.8%	5.6%
Wed	56,371	133,102	1,525	4,865	213	196,076	0.4%	7.3%	5.2%
Thu	57,689	132,821	1,498	5,020	222	197,248	3.2%	9.9%	7.8%
Fri	61,097	125,313	1,377	5,305	230	193,322	-1.7%	4.5%	2.5%
Sat	50,848	70,757	731	4,332	164	126,833	-1.6%	6.6%	3.2%
Sun	40,285	58,462	645	3,387	120	102,899	-2.0%	7.6%	3.7%
Avg Weekday	56,604	128,829	1,448	4,925	211	192,018	0.0%	6.7%	4.6%
Avg Weekend	45,567	64,609	688	3,860	142	114,866	-1.8%	7.1%	3.4%
Avg Day	53,468	110,581	1,232	4,622	191	170,095	-0.4%	6.8%	4.4%
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%



FY 2020 ANNUAL TRAFFIC AND TOLL REVENUE REPORT

RMTA Total: Historical Traffic by Payment Type									
FY	Cash	ETC *	Non-Rev	Violations	ISF	Total	% ETC *	% Cash	% Viol
2015	19,601,321	37,801,078	447,809	1,543,487	71,735	59,465,430	63.6%	33.0%	2.6%
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%
Growth							% Point Growth		
2015 to 2016	-0.2%	7.1%	0.7%	9.6%	-2.3%	4.7%	1.4%	-1.5%	0.1%
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%

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

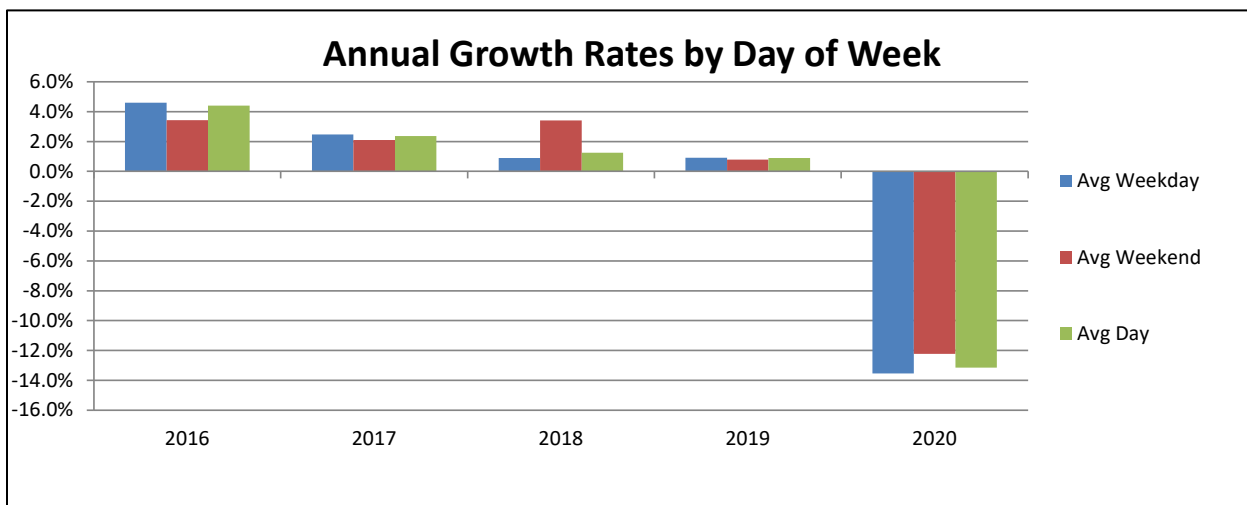


Figure 13-2: Day of Week by Payment Type by Fiscal Year, RMTA

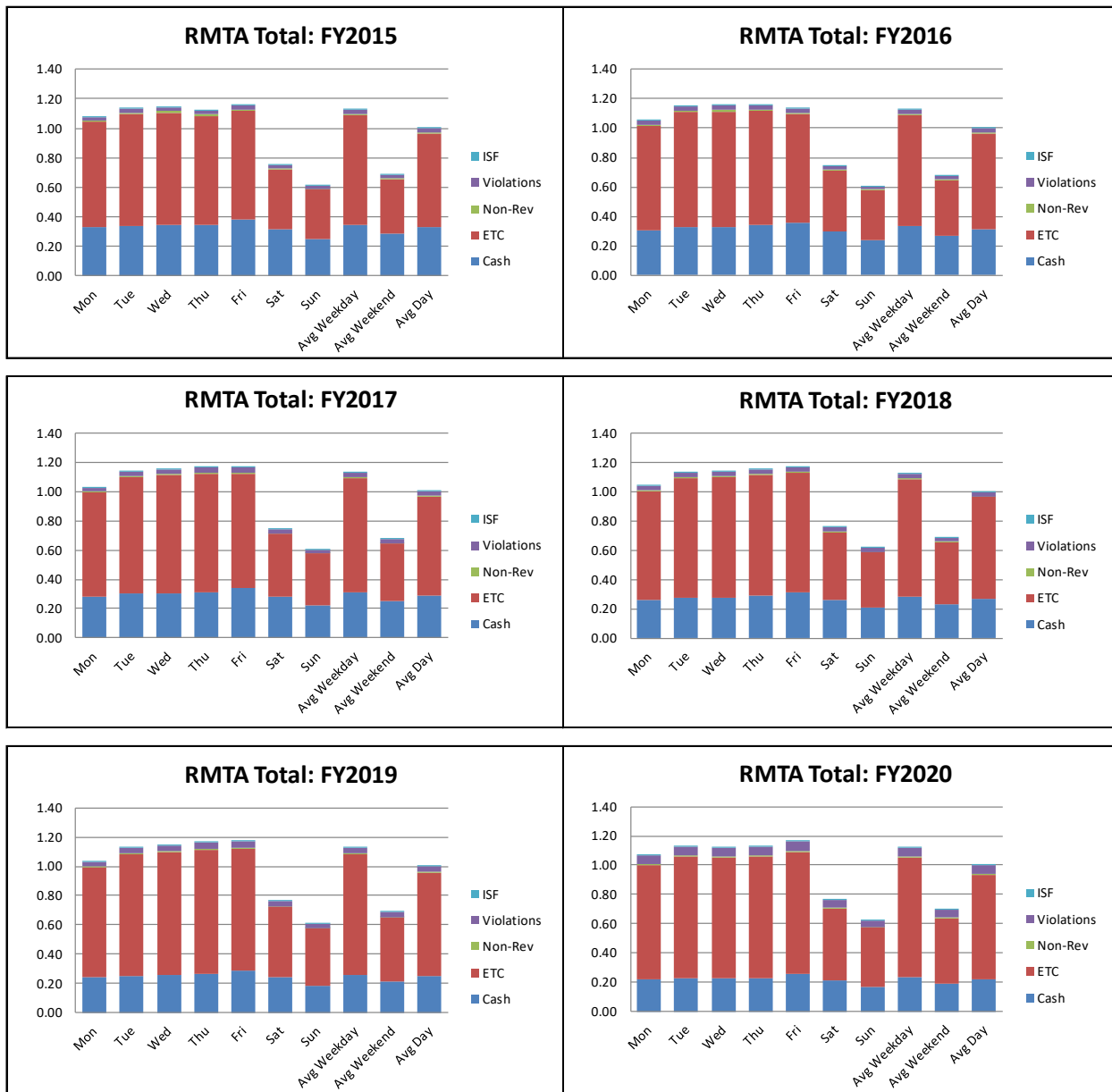
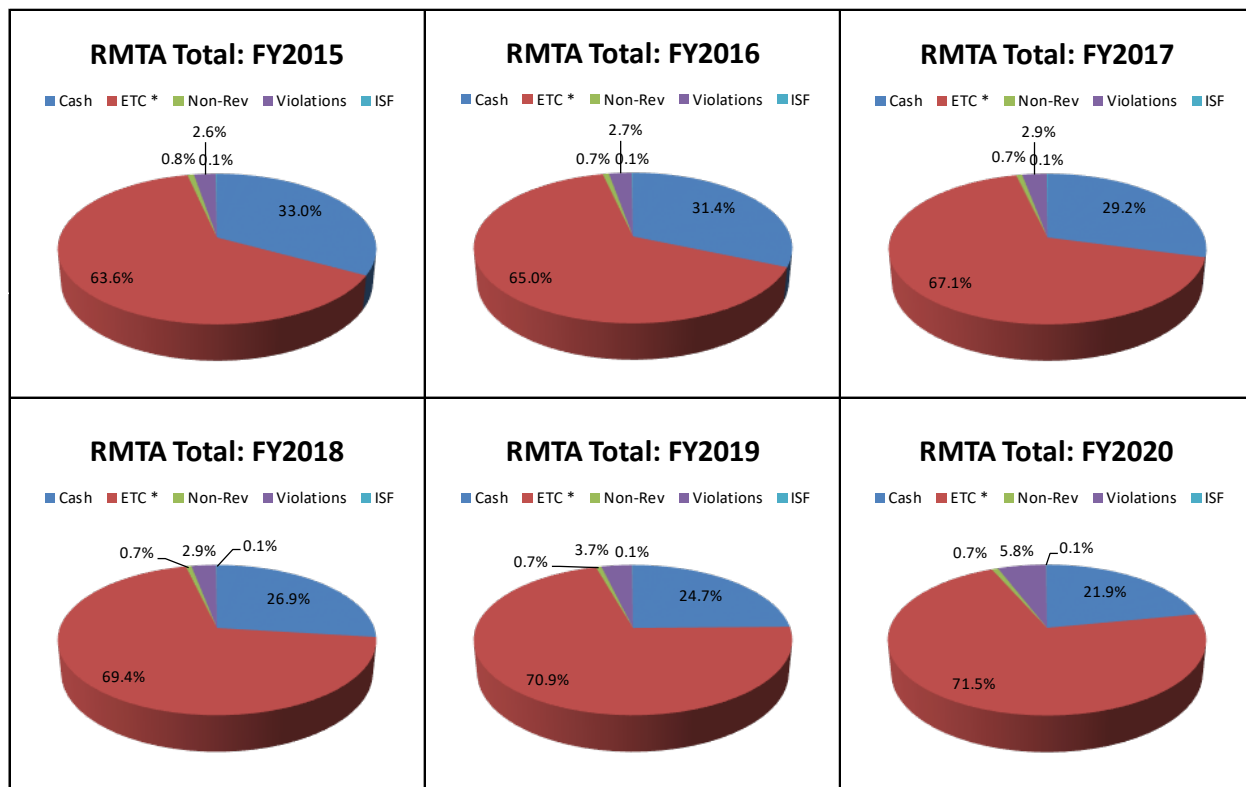


Figure 13-3: Day of Week by Payment Type by Fiscal Year, RMTA (continued)

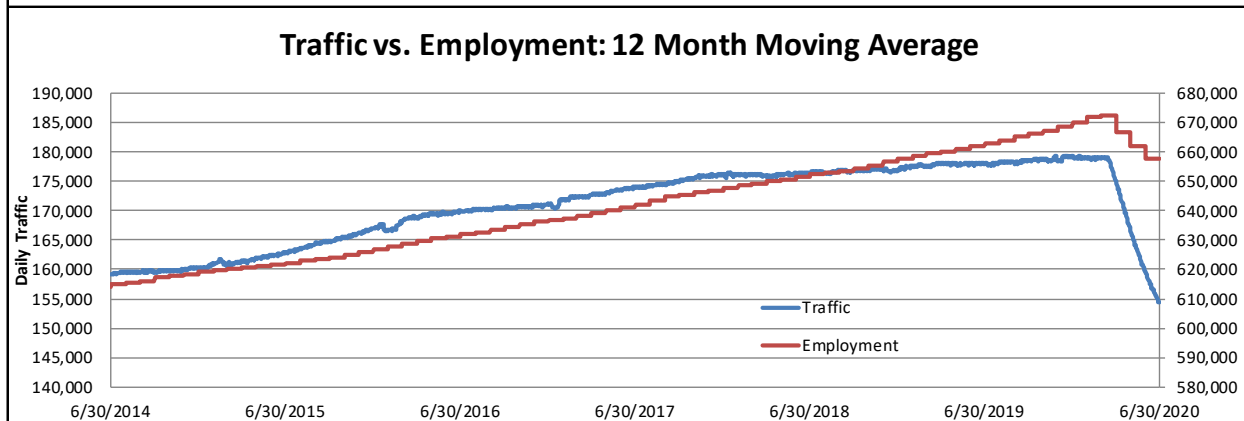
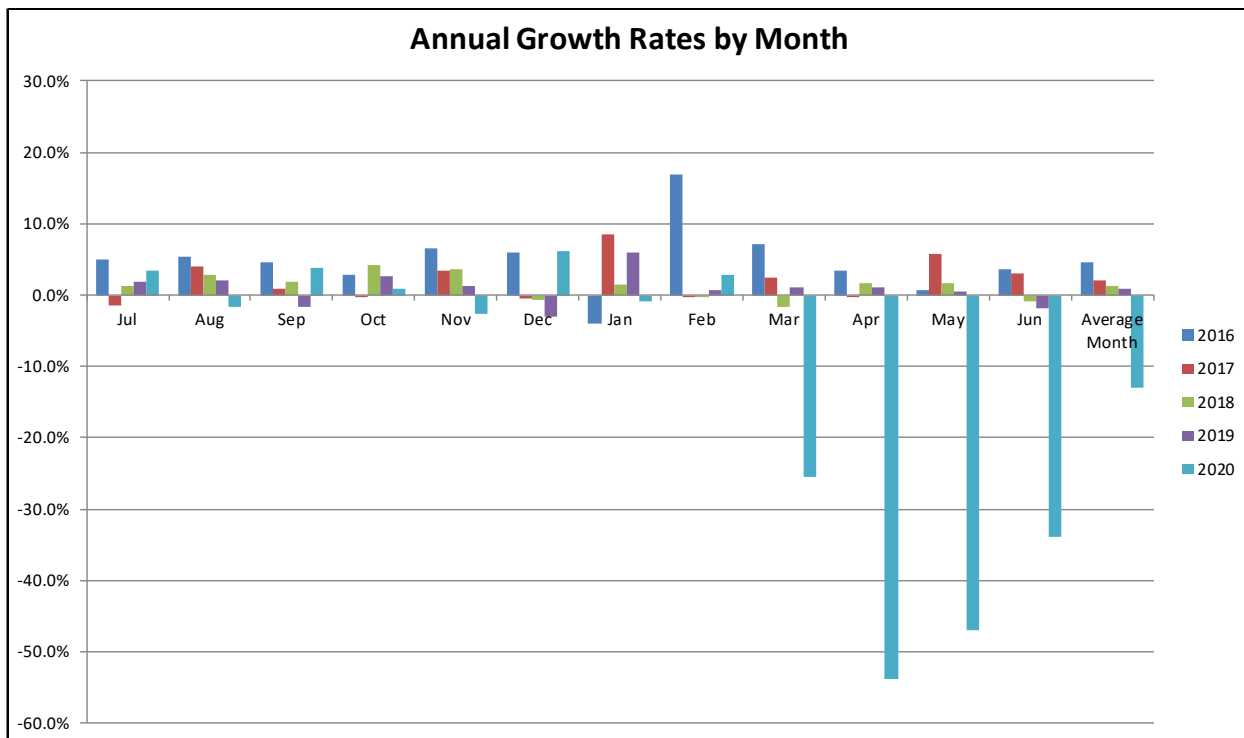
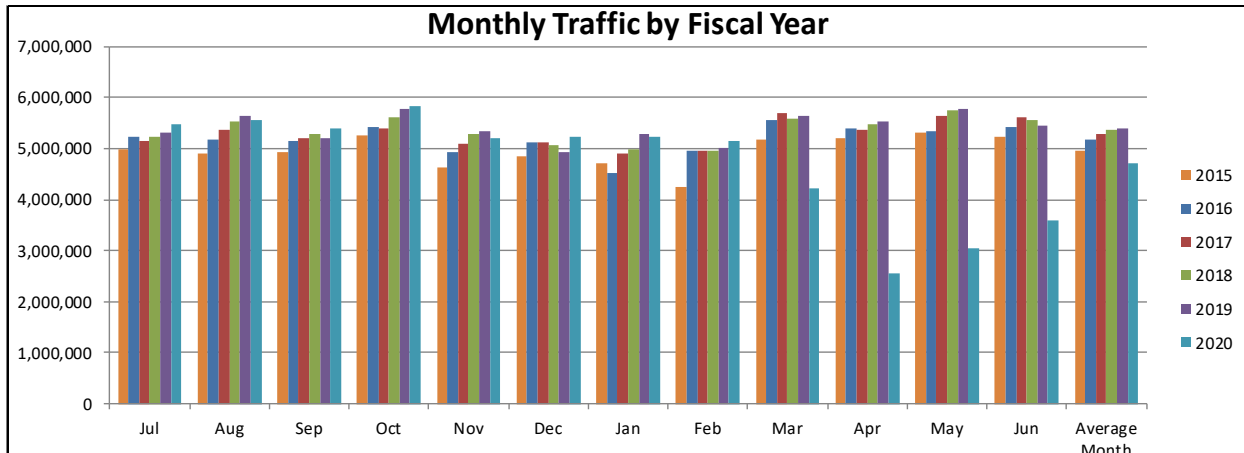


* ETC transactions are reporting only paid E-ZPass transactions and not non-rev or violation transactions that are from E-ZPass

Month	RMTA Total: Historical Traffic by Month and Fiscal Year											
	2015	Growth	2016	Growth	2017	Growth	2018	Growth	2019	Growth	2020	
Jul	4,988,209	5.0%	5,238,336	-1.5%	5,159,243	1.2%	5,221,140	1.8%	5,313,472	3.3%	5,491,252	
Aug	4,904,305	5.4%	5,171,293	4.1%	5,382,898	2.8%	5,534,604	2.1%	5,653,024	-1.7%	5,558,016	
Sep	4,920,145	4.6%	5,146,077	0.9%	5,194,027	1.9%	5,293,760	-1.7%	5,202,557	3.8%	5,398,620	
Oct	5,264,488	2.8%	5,412,545	-0.3%	5,394,531	4.3%	5,625,416	2.7%	5,778,478	1.0%	5,834,594	
Nov	4,628,374	6.5%	4,929,144	3.4%	5,098,040	3.6%	5,281,771	1.3%	5,352,014	-2.6%	5,213,349	
Dec	4,845,554	6.0%	5,137,215	-0.5%	5,112,595	-0.7%	5,075,347	-3.0%	4,922,529	6.2%	5,229,471	
Jan	4,716,822	-4.0%	4,527,838	8.4%	4,909,911	1.5%	4,982,501	6.0%	5,281,378	-0.9%	5,232,713	
Feb	4,253,228	17.0%	4,974,342	0.0%	4,974,209	0.0%	4,973,483	0.6%	5,005,612	2.8%	5,144,438	
Mar	5,178,384	7.2%	5,550,915	2.4%	5,685,501	-1.7%	5,587,466	1.2%	5,651,859	-25.5%	4,213,316	
Apr	5,207,484	3.4%	5,386,899	-0.1%	5,381,423	1.7%	5,470,524	1.1%	5,530,962	-53.8%	2,556,907	
May	5,312,390	0.6%	5,344,537	5.8%	5,653,827	1.6%	5,742,443	0.5%	5,771,823	-47.0%	3,061,462	
Jun	5,246,047	3.6%	5,435,728	3.1%	5,603,816	-0.8%	5,559,188	-1.8%	5,457,400	-33.9%	3,604,936	
Total	59,465,430	4.7%	62,254,869	2.1%	63,550,021	1.3%	64,347,642	0.9%	64,921,108	-12.9%	56,539,074	



FY 2020 ANNUAL TRAFFIC AND TOLL REVENUE REPORT



13.3 POWHITE PARKWAY T&R TRENDS

Powhite Total: Transactions by Payment Type by Day of Week for FY2015 to FY2020									
Year	Cash	ETC *	Non-Rev	Violations	ISF	Total	Growth from previous FY		
							Cash	ETC	Total
2015									
Mon	31,919	66,445	759	2,041	128	101,292			
Tue	32,558	70,136	825	2,113	139	105,772			
Wed	33,162	70,806	909	2,109	146	107,132			
Thu	33,069	68,977	837	2,143	149	105,176			
Fri	36,772	69,068	792	2,411	149	109,192			
Sat	31,068	40,858	386	2,097	96	74,505			
Sun	24,796	33,104	337	1,581	75	59,892			
Avg Weekday	33,493	69,090	824	2,163	142	105,713			
Avg Weekend	27,932	36,981	362	1,839	86	67,199			
Avg Day	31,908	59,941	693	2,071	126	94,739			
2016									
Mon	31,365	69,253	767	2,257	114	103,755	-1.7%	4.2%	2.4%
Tue	33,025	75,950	848	2,378	127	112,327	1.4%	8.3%	6.2%
Wed	33,566	76,504	851	2,317	131	113,369	1.2%	8.0%	5.8%
Thu	34,175	76,140	840	2,415	137	113,707	3.3%	10.4%	8.1%
Fri	36,163	72,479	760	2,571	139	112,113	-1.7%	4.9%	2.7%
Sat	30,871	43,594	394	2,213	93	77,167	-0.6%	6.7%	3.6%
Sun	24,449	35,658	353	1,714	70	62,243	-1.4%	7.7%	3.9%
Avg Weekday	33,660	74,082	813	2,388	130	111,073	0.5%	7.2%	5.1%
Avg Weekend	27,660	39,626	374	1,964	81	69,705	-1.0%	7.2%	3.7%
Avg Day	31,955	64,291	688	2,267	116	99,318	0.1%	7.3%	4.8%
2017									
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									
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									
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									
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%



FY 2020 ANNUAL TRAFFIC AND TOLL REVENUE REPORT

Powhite Total: Historical Traffic by Payment Type									
FY	Cash	ETC *	Non-Rev	Violations	ISF	Total	% ETC	% Cash	% Viol
2015	11,646,458	21,878,582	252,789	755,851	46,048	34,579,728	63.3%	33.7%	2.2%
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%
Growth							% Point Growth		
2015 to 2016	0.4%	7.6%	-0.3%	9.8%	-7.8%	5.1%	1.5%	-1.5%	0.1%
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%

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

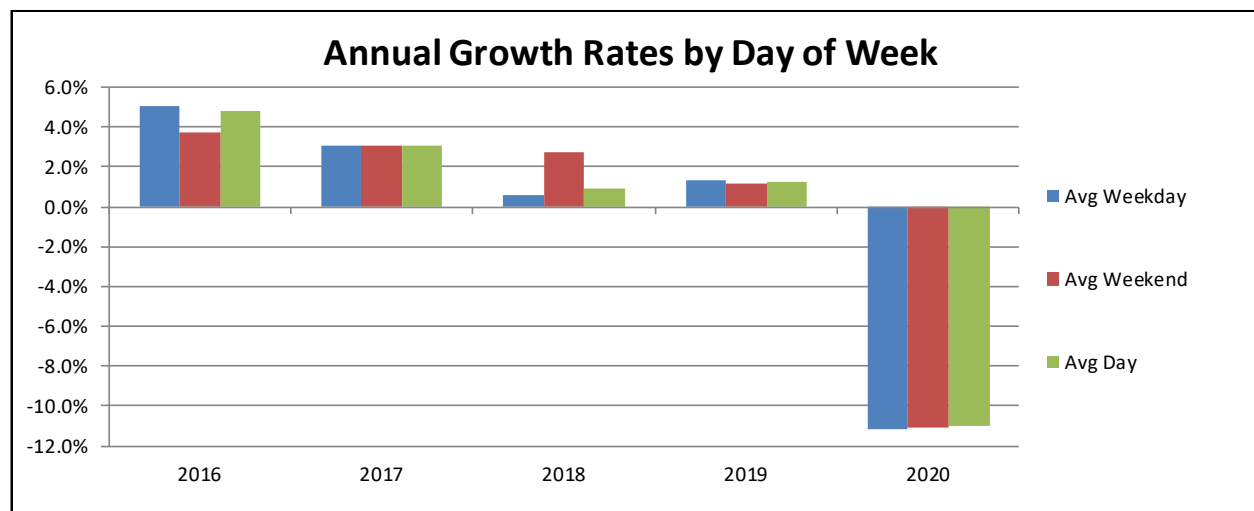
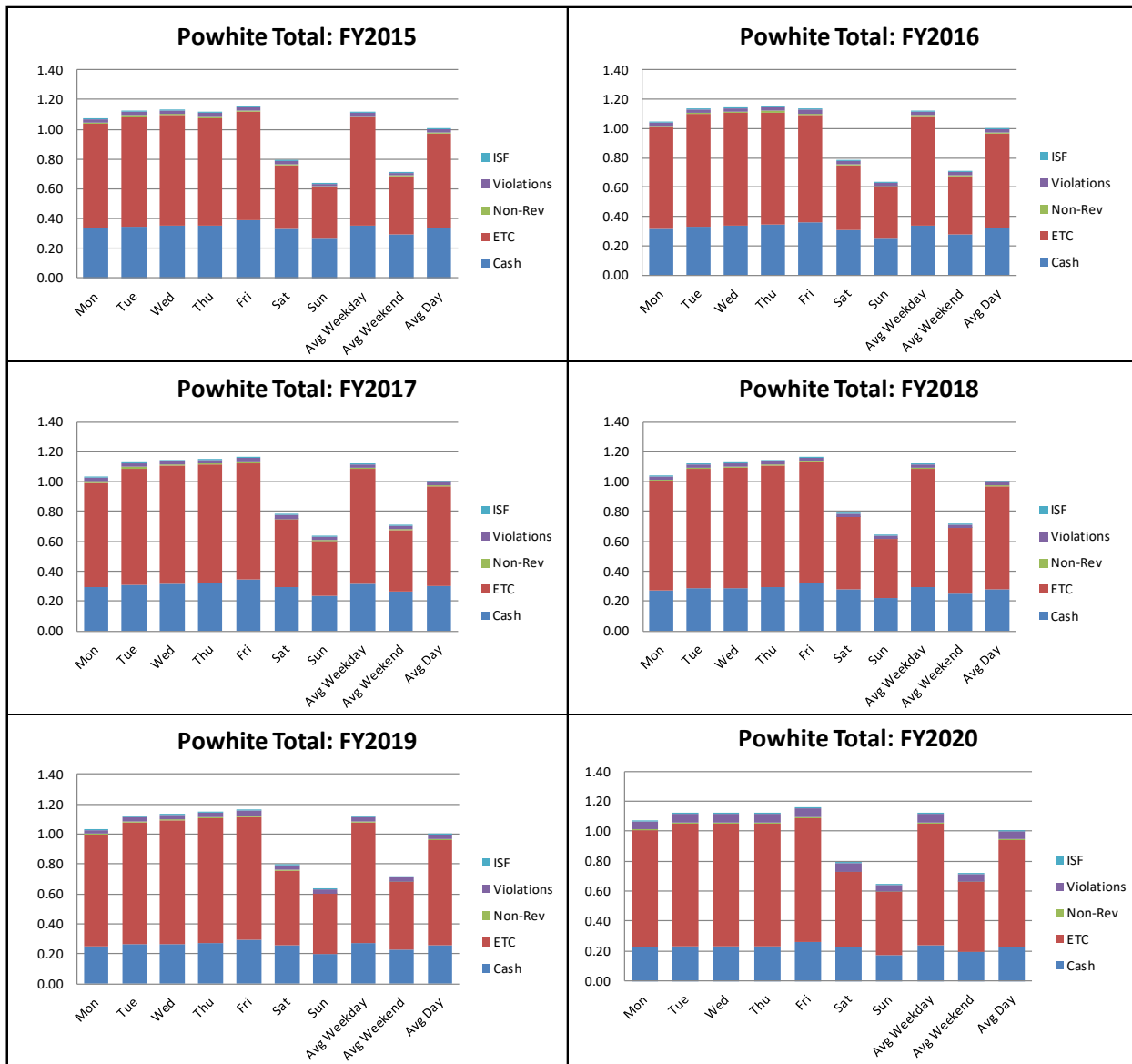
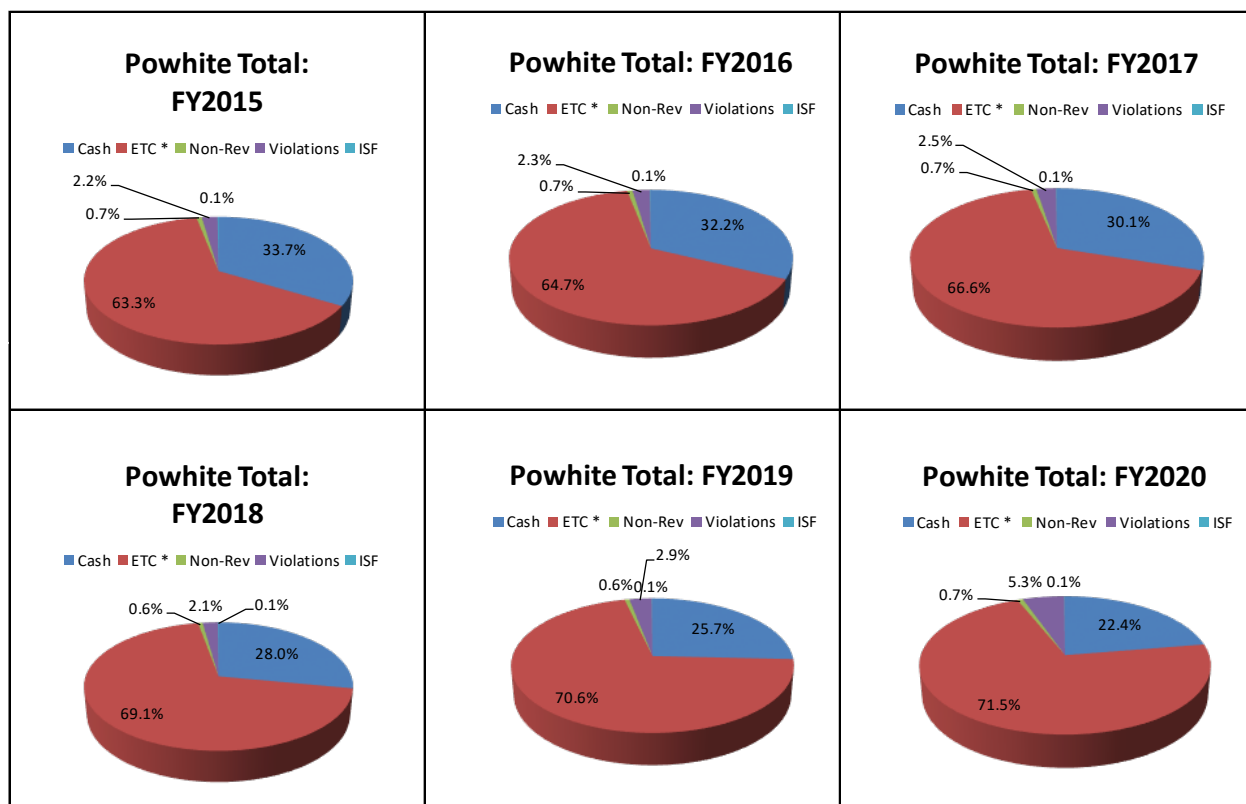


Figure 13-4: Day of Week by Payment Type by Fiscal Year, Powhite Parkway



FY 2020 ANNUAL TRAFFIC AND TOLL REVENUE REPORT

Figure 13-5: Day of Week by Payment Type by Fiscal Year, Powhite Parkway (continued)

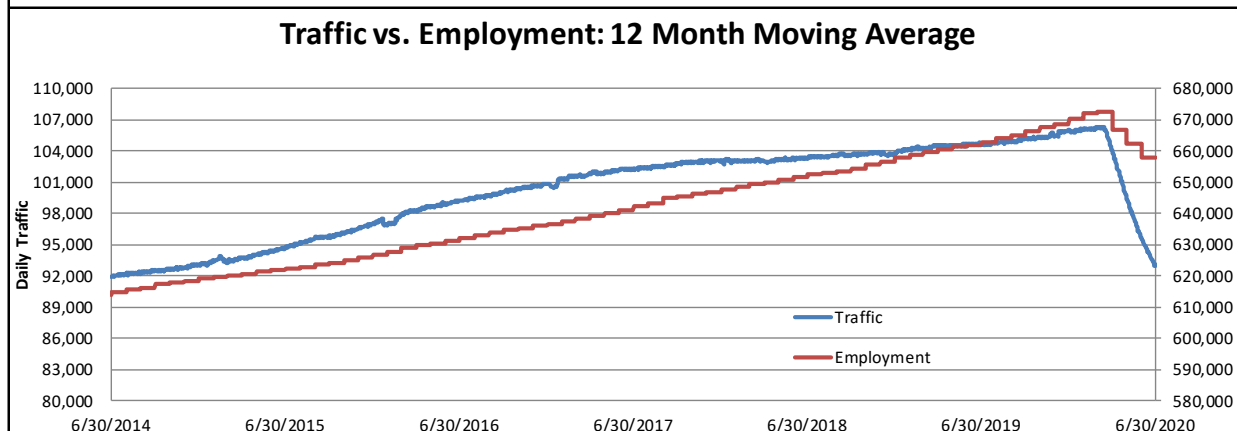
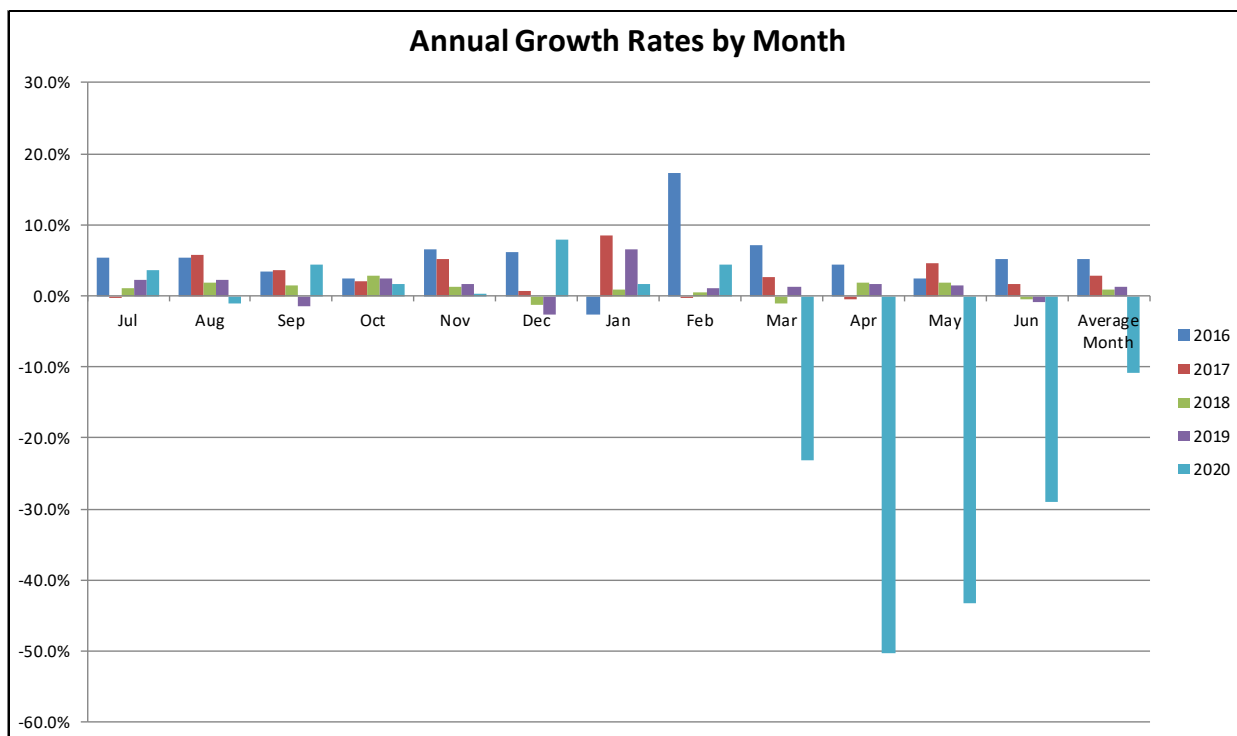
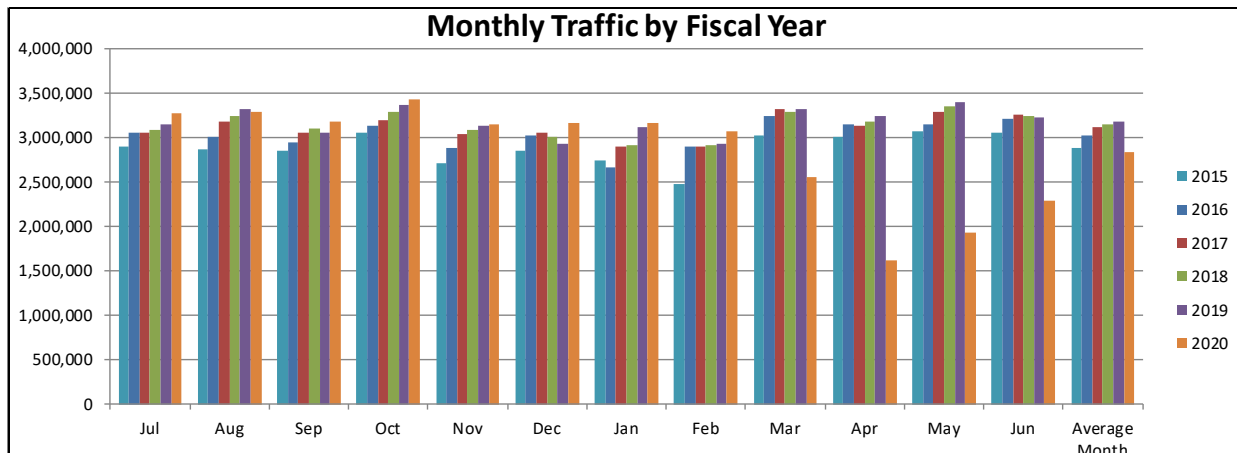


* ETC transactions are reporting only paid E-ZPass transactions and not non-rev or violation transactions that are from E-ZPass

Month	Powhite Total: Historical Traffic by Month and Fiscal Year											
	2015	Growth	2016	Growth	2017	Growth	2018	Growth	2019	Growth	2020	
Jul	2,897,937	5.4%	3,053,511	0.0%	3,052,797	1.1%	3,085,096	2.2%	3,153,319	3.6%	3,266,417	
Aug	2,859,680	5.3%	3,011,736	5.7%	3,183,563	2.0%	3,245,795	2.2%	3,318,244	-1.1%	3,281,132	
Sep	2,849,083	3.3%	2,943,992	3.7%	3,052,363	1.4%	3,095,976	-1.5%	3,049,060	4.3%	3,181,545	
Oct	3,050,326	2.5%	3,126,198	2.1%	3,190,790	2.9%	3,283,113	2.5%	3,366,053	1.7%	3,422,697	
Nov	2,708,576	6.6%	2,887,396	5.3%	3,039,565	1.4%	3,080,794	1.7%	3,132,066	0.3%	3,140,588	
Dec	2,851,897	6.1%	3,025,021	0.8%	3,048,451	-1.3%	3,008,307	-2.5%	2,931,685	7.8%	3,161,559	
Jan	2,736,397	-2.6%	2,665,391	8.6%	2,894,435	0.9%	2,919,845	6.5%	3,110,522	1.7%	3,163,748	
Feb	2,469,324	17.4%	2,898,470	-0.2%	2,892,152	0.5%	2,905,426	1.0%	2,935,137	4.3%	3,061,525	
Mar	3,019,201	7.2%	3,235,731	2.6%	3,319,480	-1.2%	3,280,842	1.2%	3,321,721	-23.1%	2,555,371	
Apr	3,013,069	4.3%	3,143,904	-0.6%	3,125,588	1.9%	3,185,294	1.7%	3,238,127	-50.2%	1,612,151	
May	3,074,381	2.4%	3,148,539	4.6%	3,292,897	1.8%	3,351,264	1.4%	3,398,421	-43.3%	1,927,428	
Jun	3,049,857	5.3%	3,210,539	1.6%	3,262,081	-0.4%	3,247,470	-0.9%	3,218,437	-29.0%	2,283,926	
Total	34,579,728	5.1%	36,350,428	2.8%	37,354,162	0.9%	37,689,222	1.3%	38,172,792	-10.8%	34,058,087	



FY 2020 ANNUAL TRAFFIC AND TOLL REVENUE REPORT



13.4 DOWNTOWN EXPRESSWAY T&R TRENDS

DTE Total: Transactions by Payment Type by Day of Week for FY2015 to FY2020										
Year	Cash	ETC *	Non-Rev	Violations	ISF	Total	Growth from previous FY			
							Cash	ETC	Total	
2015										
Mon	14,435	45,229	463	2,071	58	62,256				
Tue	15,162	48,445	538	2,131	64	66,340				
Wed	15,437	48,613	593	2,145	66	66,853				
Thu	15,478	47,391	548	2,213	66	65,698				
Fri	17,301	46,154	529	2,373	73	66,429				
Sat	13,808	21,498	267	1,747	56	37,376				
Sun	10,809	17,927	219	1,378	41	30,374				
Avg Weekday	15,561	47,171	534	2,187	65	65,519				
Avg Weekend	12,308	19,713	243	1,562	49	33,875				
Avg Day	14,634	39,347	451	2,009	61	56,502				
2016										
Mon	13,874	46,315	498	2,196	62	62,945	-3.9%	2.4%	1.1%	
Tue	15,003	51,813	561	2,357	69	69,802	-1.0%	7.0%	5.2%	
Wed	15,176	51,571	578	2,421	72	69,817	-1.7%	6.1%	4.4%	
Thu	15,795	51,636	569	2,477	75	70,552	2.0%	9.0%	7.4%	
Fri	16,967	47,917	530	2,591	81	68,086	-1.9%	3.8%	2.5%	
Sat	13,537	23,052	275	1,996	65	38,925	-2.0%	7.2%	4.1%	
Sun	10,587	19,375	236	1,571	45	31,813	-2.1%	8.1%	4.7%	
Avg Weekday	15,364	49,863	547	2,409	72	68,255	-1.3%	5.7%	4.2%	
Avg Weekend	12,062	21,214	256	1,783	55	35,369	-2.0%	7.6%	4.4%	
Avg Day	14,426	41,723	464	2,231	67	58,911	-1.4%	6.0%	4.3%	
2017										
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										
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										
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										
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%	



FY 2020 ANNUAL TRAFFIC AND TOLL REVENUE REPORT

DTE Total: Historical Traffic by Payment Type									
FY	Cash	ETC *	Non-Rev	Violations	ISF	Total	% ETC	% Cash	% Viol
2015	5,341,515	14,361,825	164,719	733,173	22,104	20,623,336	69.6%	25.9%	3.6%
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%
Growth							% Point Growth		
2015 to 2016	-1.2%	6.3%	3.2%	11.4%	10.7%	4.5%	1.2%	-1.4%	0.2%
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%

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

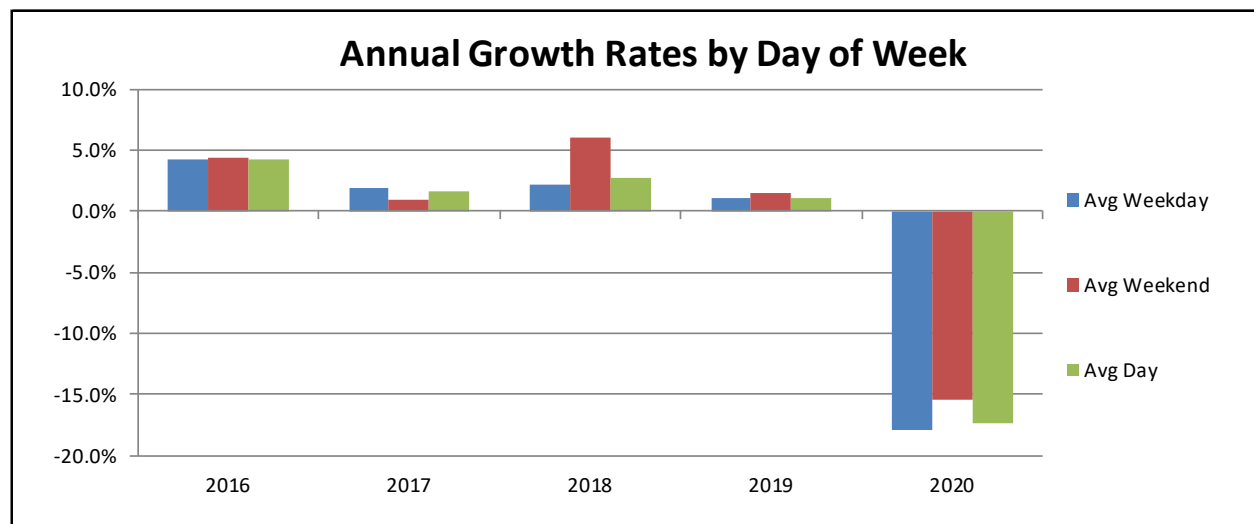


Figure 13-6: Day of Week by Payment Type by Fiscal Year, Downtown Expressway

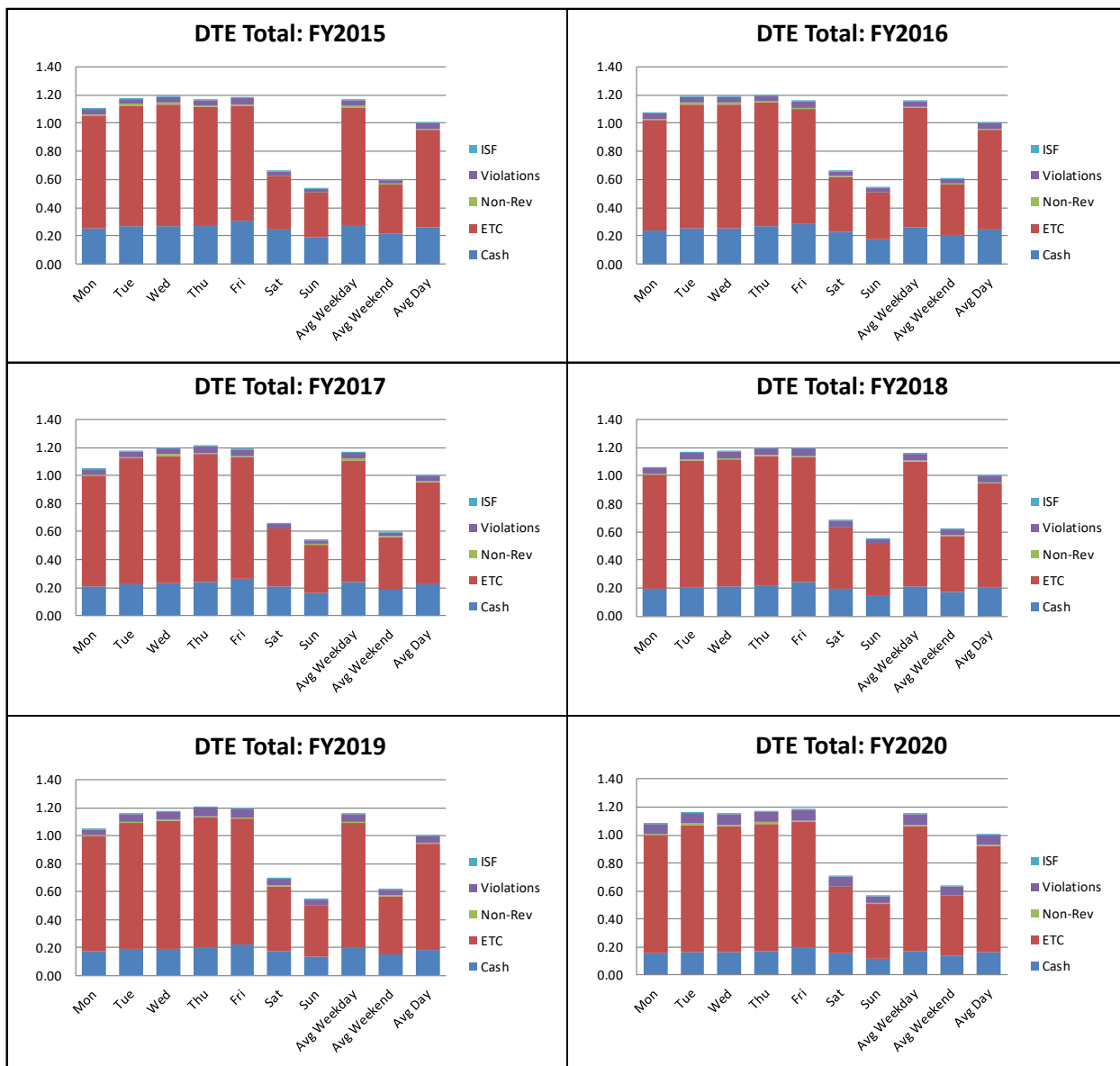
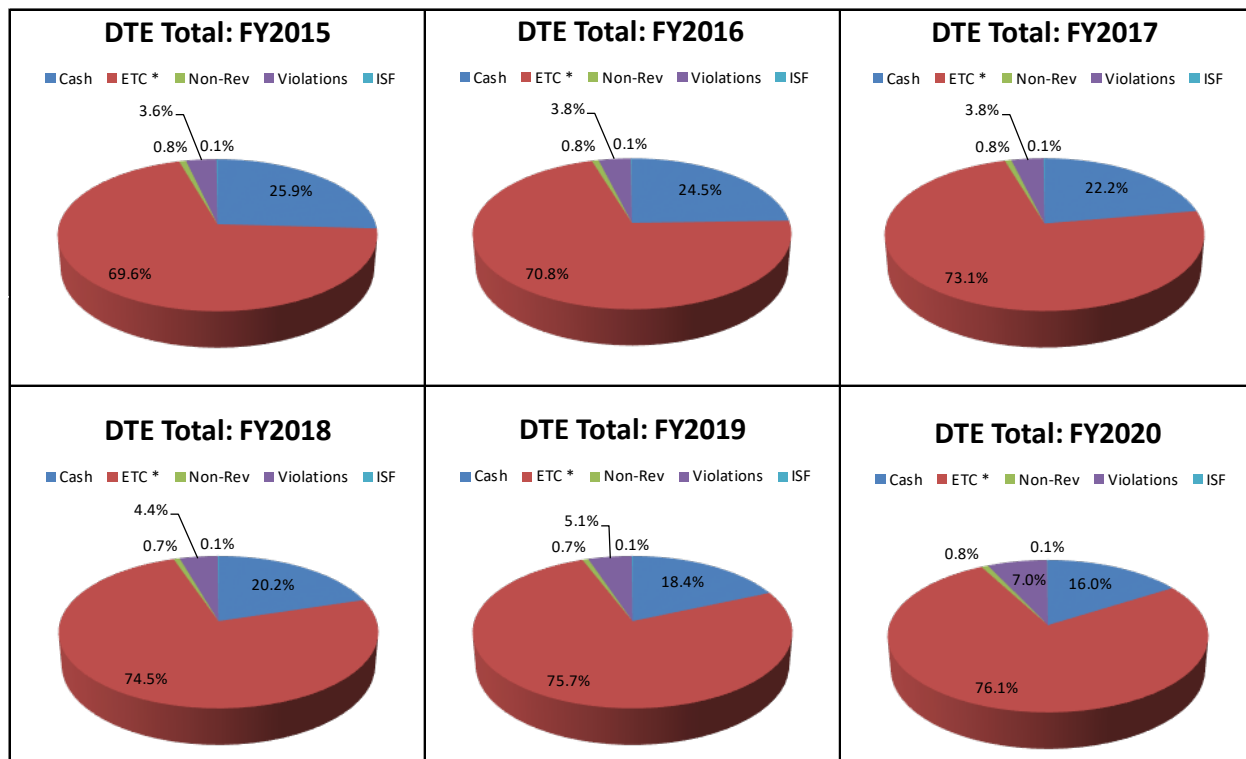


Figure 13-7: Day of Week by Payment Type by Fiscal Year, Downtown Expressway (continued)

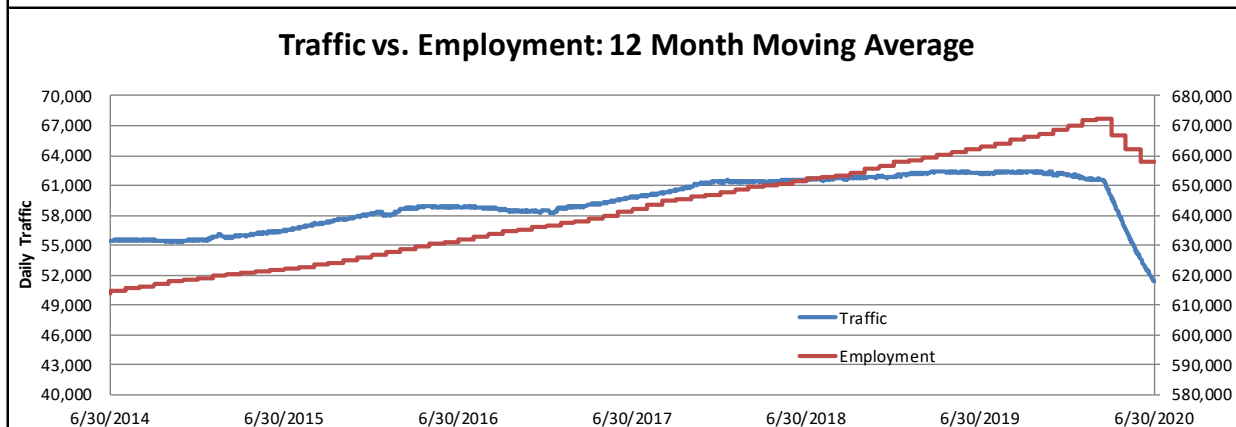
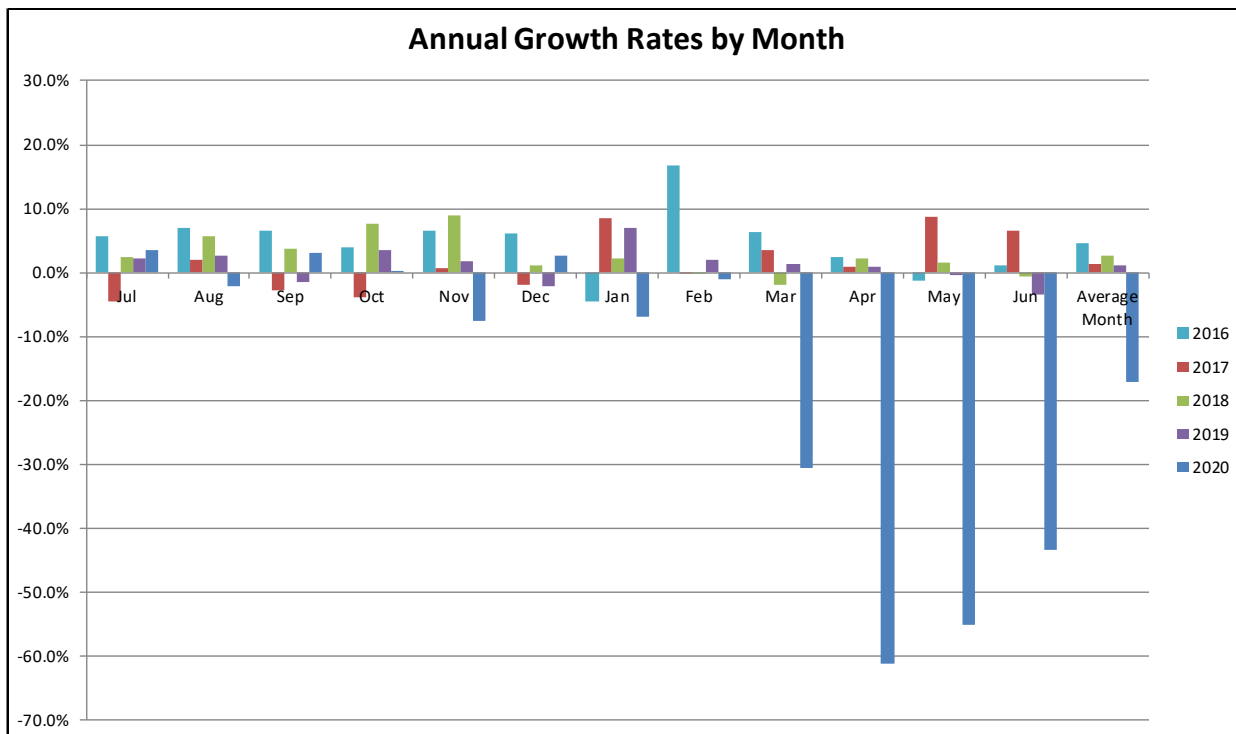
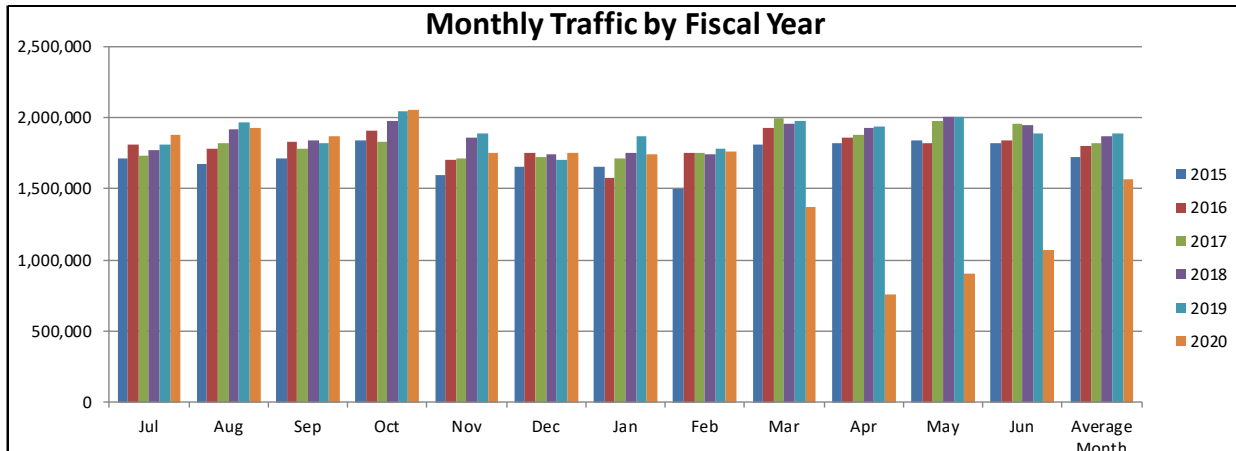


* ETC transactions are reporting only paid E-ZPass transactions and not non-rev or violation transactions that are from E-ZPass

Month	DTE Total: Historical Traffic by Month and Fiscal Year											
	2015	Growth	2016	Growth	2017	Growth	2018	Growth	2019	Growth	2020	
Jul	1,712,509	5.8%	1,811,358	-4.5%	1,730,554	2.5%	1,774,136	2.1%	1,811,692	3.5%	1,875,162	
Aug	1,669,792	6.9%	1,785,443	1.9%	1,819,540	5.6%	1,922,146	2.5%	1,971,044	-2.2%	1,927,208	
Sep	1,713,906	6.6%	1,827,435	-2.7%	1,777,660	3.8%	1,844,861	-1.5%	1,816,552	3.0%	1,871,036	
Oct	1,838,214	3.9%	1,909,895	-4.0%	1,834,337	7.7%	1,976,151	3.5%	2,045,360	0.3%	2,050,856	
Nov	1,593,145	6.6%	1,699,005	0.6%	1,709,346	8.9%	1,860,876	1.7%	1,892,018	-7.6%	1,748,456	
Dec	1,654,865	6.1%	1,755,379	-1.8%	1,723,314	1.1%	1,742,396	-2.2%	1,704,638	2.7%	1,750,541	
Jan	1,650,396	-4.6%	1,574,408	8.6%	1,709,894	2.3%	1,749,093	7.0%	1,871,543	-6.8%	1,743,776	
Feb	1,499,449	16.8%	1,751,598	-0.2%	1,748,543	-0.2%	1,745,589	1.9%	1,779,277	-1.0%	1,761,637	
Mar	1,809,483	6.4%	1,925,773	3.4%	1,992,116	-1.9%	1,954,689	1.4%	1,981,208	-30.7%	1,373,437	
Apr	1,819,566	2.4%	1,862,466	1.0%	1,881,229	2.2%	1,923,308	1.0%	1,942,146	-61.3%	752,498	
May	1,840,747	-1.2%	1,817,800	8.7%	1,975,403	1.7%	2,008,054	-0.3%	2,001,785	-55.0%	900,055	
Jun	1,821,264	1.1%	1,840,709	6.6%	1,961,283	-0.5%	1,951,045	-3.4%	1,884,305	-43.4%	1,066,102	
Total	20,623,336	4.5%	21,561,269	1.4%	21,863,219	2.7%	22,452,343	1.1%	22,701,568	-17.1%	18,820,764	



FY 2020 ANNUAL TRAFFIC AND TOLL REVENUE REPORT



FY 2020 ANNUAL TRAFFIC AND TOLL REVENUE REPORT

13.5 BOULEVARD BRIDGE

Boulevard Bridge Transactions by Payment Type by Day of Week for FY2015 to FY2020									
2015	Cash	ETC *	Non-Rev	Violations	ISF	Total			
Mon	7,336	4,323	79	153	10	11,901			
Tue	7,512	4,569	96	160	11	12,347			
Wed	7,527	4,618	103	146	11	12,405			
Thu	7,364	4,471	93	147	11	12,087			
Fri	8,083	4,668	93	169	11	13,024			
Sat	6,777	3,999	63	140	7	10,985			
Sun	5,513	3,278	55	130	6	8,982			
Avg Weekday	7,564	4,530	93	155	11	12,353			
Avg Weekend	6,145	3,638	59	135	7	9,984			
Avg Day	7,160	4,276	83	149	10	11,678	Growth from previous FY		
2016	Cash	ETC *	Non-Rev	Violations	ISF	Total	Cash	ETC	Total
Mon	7,052	4,471	78	117	9	11,726	-3.9%	3.4%	-1.5%
Tue	7,531	4,951	89	130	10	12,711	0.3%	8.4%	2.9%
Wed	7,629	5,027	96	128	10	12,891	1.4%	8.9%	3.9%
Thu	7,719	5,046	89	127	10	12,990	4.8%	12.8%	7.5%
Fri	7,967	4,916	86	143	11	13,123	-1.4%	5.3%	0.8%
Sat	6,440	4,110	61	123	6	10,741	-5.0%	2.8%	-2.2%
Sun	5,249	3,429	56	102	6	8,843	-4.8%	4.6%	-1.6%
Avg Weekday	7,580	4,883	88	129	10	12,690	0.2%	7.8%	2.7%
Avg Weekend	5,845	3,770	59	113	6	9,792	-4.9%	3.6%	-1.9%
Avg Day	7,087	4,567	80	124	9	11,867	-1.0%	6.8%	1.6%
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%



FY 2020 ANNUAL TRAFFIC AND TOLL REVENUE REPORT

Boulevard Bridge Historical Traffic by Payment Type									
FY	Cash	ETC *	Non-Rev	Violations	ISF	Total	% ETC	% Cash	% Viol
2015	2,613,348	1,560,671	30,301	54,463	3,583	4,262,366	36.6%	61.3%	1.3%
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%
Growth							% Point Growth		
2015 to 2016	-0.7%	7.1%	-3.9%	-16.5%	-11.7%	1.9%	1.9%	-1.6%	-0.2%
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%

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

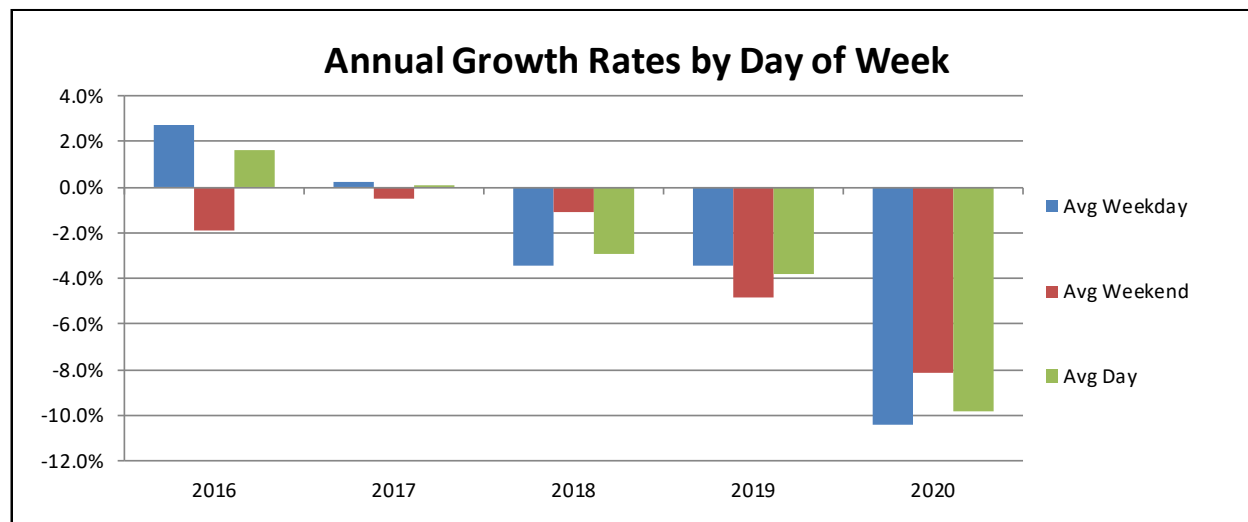
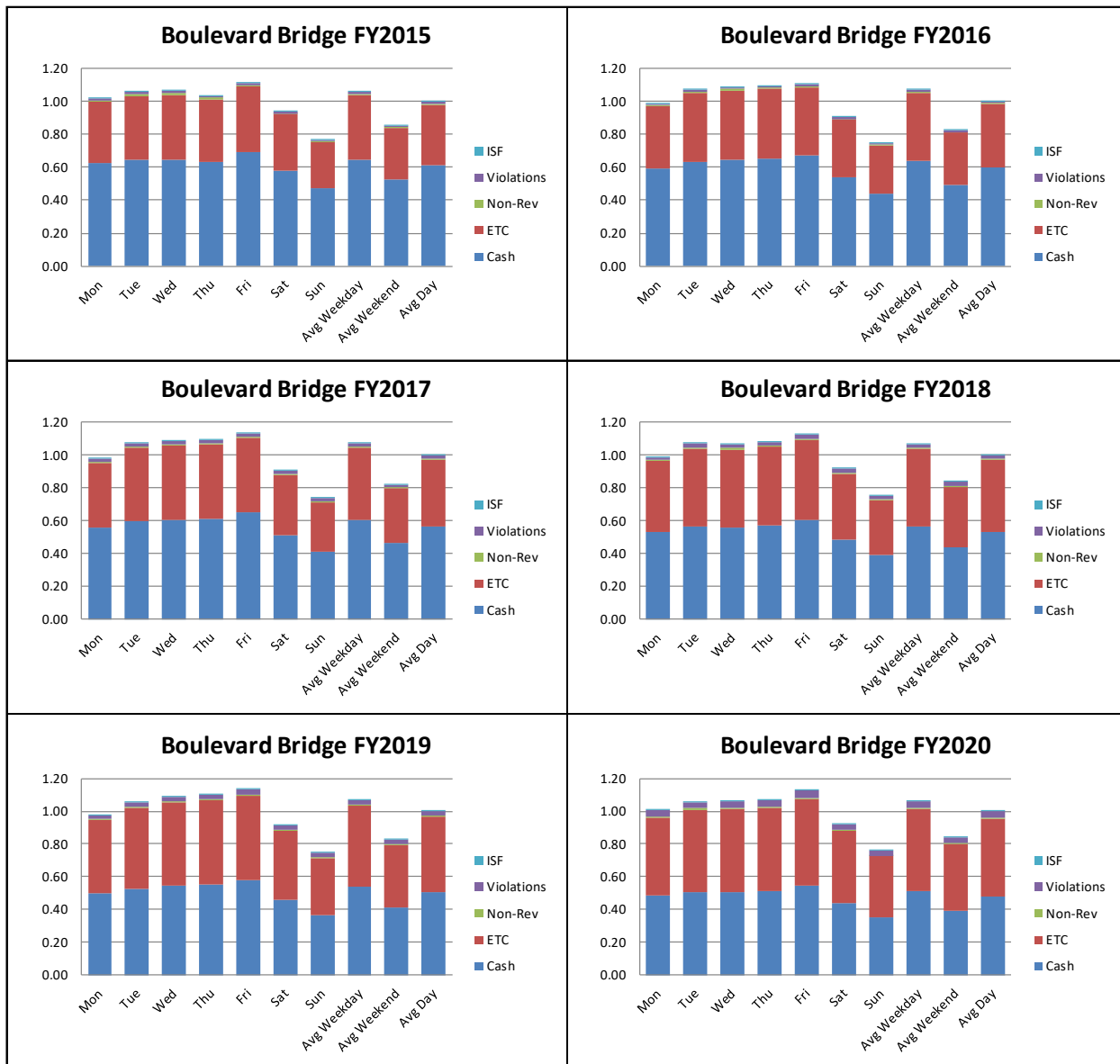
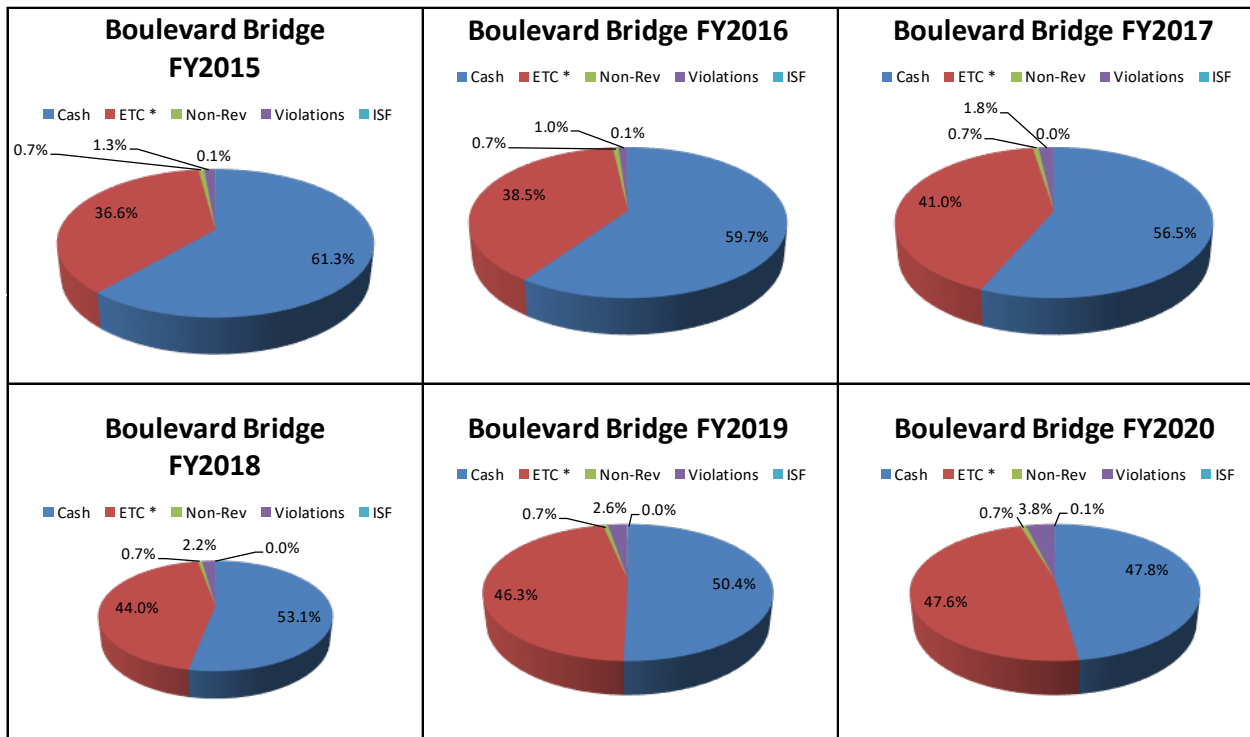


Figure 13-8: Day of Week by Payment Type by Fiscal Year, Boulevard Bridge



FY 2020 ANNUAL TRAFFIC AND TOLL REVENUE REPORT

Figure 13-9: Day of Week by Payment Type by Fiscal Year, Boulevard Bridge (continued)

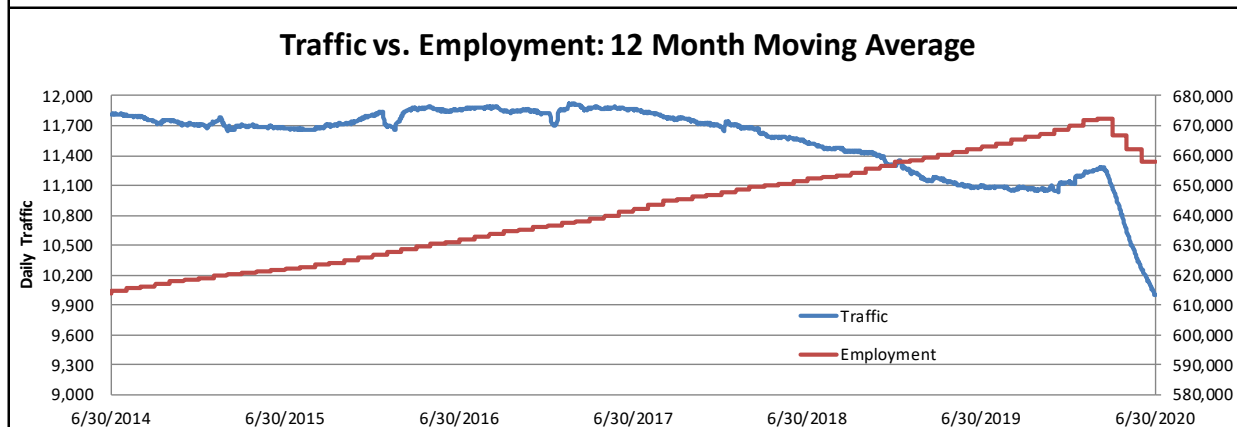
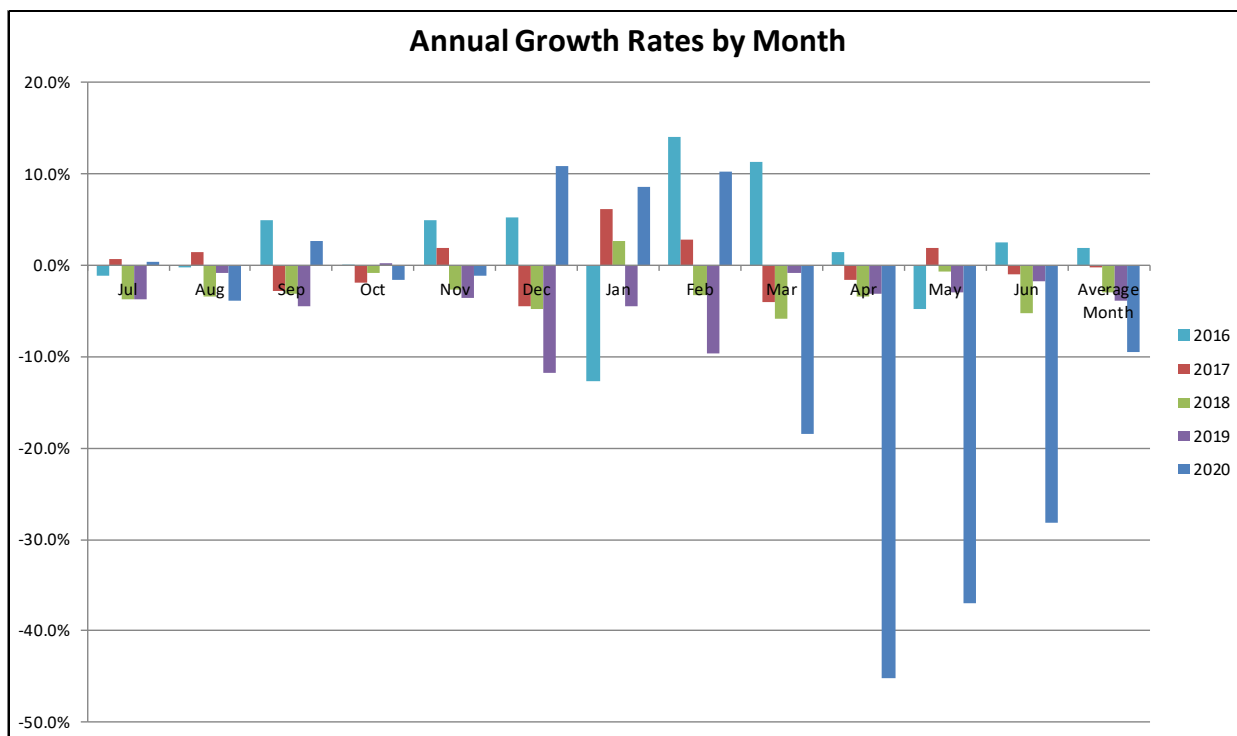
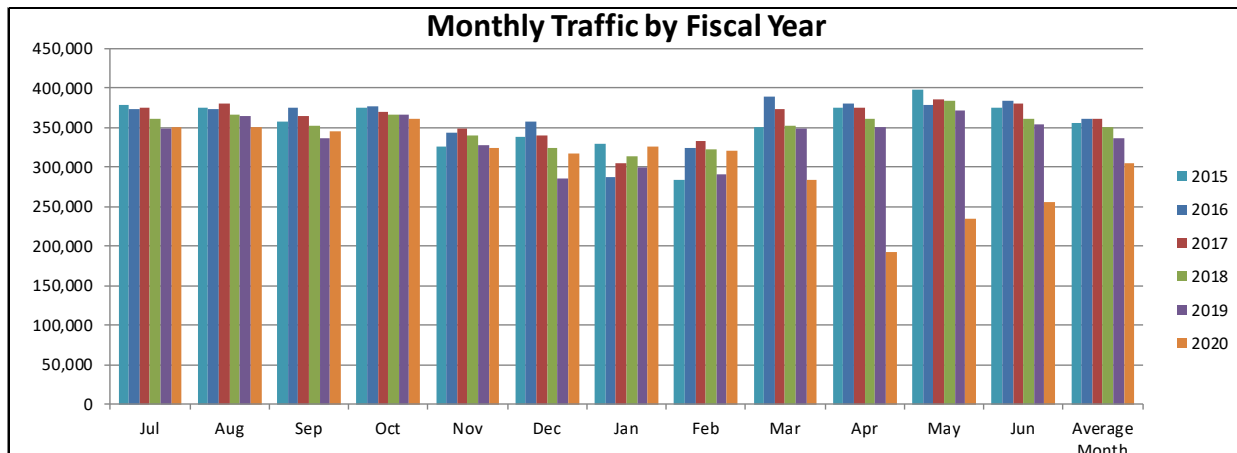


* ETC transactions are reporting only paid E-ZPass transactions and not non-rev or violation transactions that are from E-ZPass

Month	Boulevard Bridge Historical Traffic by Month and Fiscal Year											
	2015	Growth	2016	Growth	2017	Growth	2018	Growth	2019	Growth	2020	
Jul	377,763	-1.1%	373,467	0.6%	375,892	-3.7%	361,908	-3.7%	348,461	0.3%	349,673	
Aug	374,833	-0.2%	374,114	1.5%	379,795	-3.5%	366,663	-0.8%	363,736	-3.9%	349,676	
Sep	357,156	4.9%	374,650	-2.8%	364,004	-3.0%	352,923	-4.5%	336,945	2.7%	346,039	
Oct	375,948	0.1%	376,452	-1.9%	369,404	-0.9%	366,152	0.2%	367,065	-1.6%	361,041	
Nov	326,653	4.9%	342,743	1.9%	349,129	-2.6%	340,101	-3.6%	327,930	-1.1%	324,305	
Dec	338,792	5.3%	356,815	-4.5%	340,830	-4.7%	324,644	-11.8%	286,206	10.9%	317,371	
Jan	330,029	-12.7%	288,039	6.1%	305,582	2.6%	313,563	-4.5%	299,313	8.6%	325,189	
Feb	284,455	14.0%	324,274	2.8%	333,514	-3.3%	322,468	-9.7%	291,198	10.3%	321,276	
Mar	349,700	11.4%	389,411	-4.0%	373,905	-5.9%	351,935	-0.9%	348,930	-18.5%	284,508	
Apr	374,849	1.5%	380,529	-1.6%	374,606	-3.4%	361,922	-3.1%	350,689	-45.2%	192,258	
May	397,262	-4.8%	378,198	1.9%	385,527	-0.6%	383,125	-3.0%	371,617	-37.0%	233,979	
Jun	374,926	2.5%	384,480	-1.0%	380,452	-5.2%	360,673	-1.7%	354,658	-28.1%	254,908	
Total	4,262,366	1.9%	4,343,172	-0.2%	4,332,640	-2.9%	4,206,077	-3.8%	4,046,748	-9.6%	3,660,223	



FY 2020 ANNUAL TRAFFIC AND TOLL REVENUE REPORT



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 FY2021. These potential future traffic and revenue are based on the stated assumptions from the FY2021 Revenue Certificate. Notably, since March 2020, the traffic on the RMTA Expressway System has been negatively affected by the onset of the COVID-19 pandemic (Pandemic) including more recent declines in traffic due to recent acceleration of the pandemic locally. A Pandemic of this magnitude has never occurred in recent history and there are no similar events that can be used to estimate how long low volumes may continue, if a recovery will occur rapidly or slowly or the residual effects in 2021 and beyond. To address these unknowns, Stantec has presented traffic and revenue forecasts representing a range of scenarios as to the magnitude and duration of the effects (Scenarios). These Scenarios were presented to provide ranges in performance based on varied assumptions. Due to the current dynamic and fluid situation, the calculations presented herein are those based on the stated assumptions; Stantec does not opine on which, if any, of these outcomes might best represent the actual outcomes of the Pandemic.

It is Stantec's opinion that the forecasts presented in this report have been prepared in accordance with accepted industry-wide practice. In addition to the statements above, Stantec considers it is necessary to state that the Scenarios and associated calculations take into consideration the following caveats:

- Based on the current uncertainties, this report presents the results of Stantec's consideration of the information available to us as of the date hereof and the application of Stantec's experience and professional judgment to that information excluding the actual outcomes of the Pandemic.
- The future economic and social conditions or demographic developments cannot be predicted with certainty.
- The calculations contained in this report, while presented with numerical specificity, are based on a number of estimates and assumptions which, though considered reasonable to us, are inherently subject to significant economic and competitive uncertainties and contingencies, many of which will be beyond Stantec's control and that of THEA. In many instances, a broad range of alternative assumptions could be considered reasonable. Changes in the assumptions used could result in material differences in presented calculations.
- If, for any reason, any of these stated conditions should change due to changes in the economy or competitive environment, or other factors, Stantec's calculations may require amendment or further adjustments.

Many statements contained in this report that are not historical facts are forward-looking statements, which are based on Stantec's opinions, as well as assumptions made by, and information currently available to, the management and staff of Stantec. Because the statements are based on expectations about future events and economic performance and are not statements of fact, actual results may differ materially from those projected. The words "anticipate", "assume", "estimate", "expect", "objective", "projection", "plan", "forecast", "goal", "budget", or similar words are intended to identify forward-looking



FY 2020 ANNUAL TRAFFIC AND TOLL REVENUE REPORT

statements. The words or phrases “to date”, “now”, “currently”, and the like are intended to mean as of the date of this report.

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. There are likely to be differences between the projections and actual results, and those differences may be material. Because of these uncertainties, Stantec makes no guaranty or warranty with respect to the projections in this study.

This document, and the opinions, analysis, evaluations, or recommendations contained herein are for the sole use and benefit of the contracting parties. There are no intended third-party beneficiaries, and Stantec Consulting Services Inc, (and its affiliates) shall have no liability whatsoever to any third parties for any defect, deficiency, error, omission in any statement contained in or in any way related to this document or the services provided.

Neither this document nor any information contained therein or otherwise supplied by Stantec Consulting Services Inc in connection with the study and the services provided to our client shall be used in connection with any financing solicitation, proxy, and proxy statement, proxy soliciting materials, prospectus, Securities Registration Statement or similar document without the express written consent of Stantec Consulting Services Inc.

