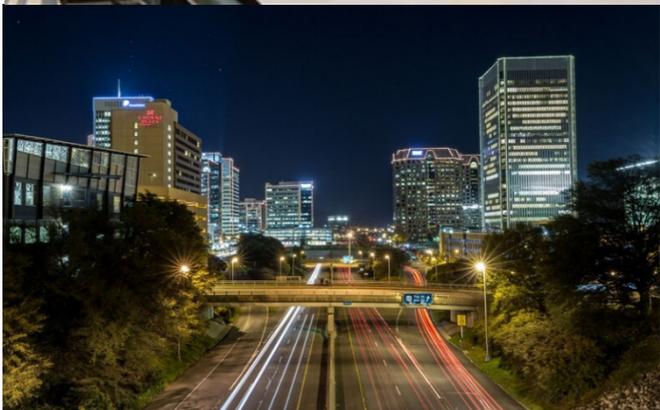


FY 2022 ANNUAL TRAFFIC AND TOLL REVENUE REPORT



**FY 2022 Annual Traffic and Toll Revenue Report**



March 16, 2023

Prepared for:

Richmond Metropolitan Transportation Authority

Prepared by:

Stantec



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## Executive Summary

The annual traffic and toll revenue report for the Richmond Metropolitan Transportation Authority (RMTA) provides a snapshot of the performance of the RMTA traffic and toll revenue in reference to historical traffic and revenue, forecasted traffic and revenue and the underlying reasons for emerging trends. The COVID-19 pandemic caused significant decreases in traffic and toll revenue beginning in March 2020 and continuing through the end of Fiscal Year 2021 (FY21). Fiscal Year 2022 appears to be showing signs of recovery for the RMTA system with overall traffic and revenue increasing from FY21 to FY22 by 15.9% and 15.8%, respectively. The Downtown Expressway transactions increased the most in percent terms from FY21 to FY22 at 27.2% while toll revenue increased by 28.6%. The Powhite Parkway and Boulevard Bridge transactions also increased from FY21 to FY22 by 11.5% and 7.2%, respectively. Toll revenue on the Powhite Parkway and Boulevard Bridge increased from FY21 to FY22 by 10.9% and 2.9%, respectively. Table 1-1 conveys the traffic and toll revenue on the RMTA system for FY21 and FY22.

**Table 1-1: RMTA Traffic and Toll Revenue, FY21 to FY22**

FY21 to FY22				
Facility	FY21	FY22	Difference	
			Absolute	Percent
Transactions				
Powhite Parkway	30,315,116	33,804,764	3,489,648	11.5%
Downtown Expressway	14,236,125	18,103,616	3,867,491	27.2%
Boulevard Bridge	2,893,121	3,101,684	208,563	7.2%
<b>RMTA Total</b>	<b>47,444,362</b>	<b>55,010,064</b>	<b>7,565,702</b>	<b>15.9%</b>
Toll Revenue				
Powhite Parkway	\$19,593,057	\$21,731,763	\$2,138,706	10.9%
Downtown Expressway	\$8,456,042	\$10,870,442	\$2,414,400	28.6%
Boulevard Bridge	\$953,502	\$981,071	\$27,569	2.9%
<b>RMTA Total</b>	<b>\$29,002,601</b>	<b>\$33,583,276</b>	<b>\$4,580,675</b>	<b>15.8%</b>

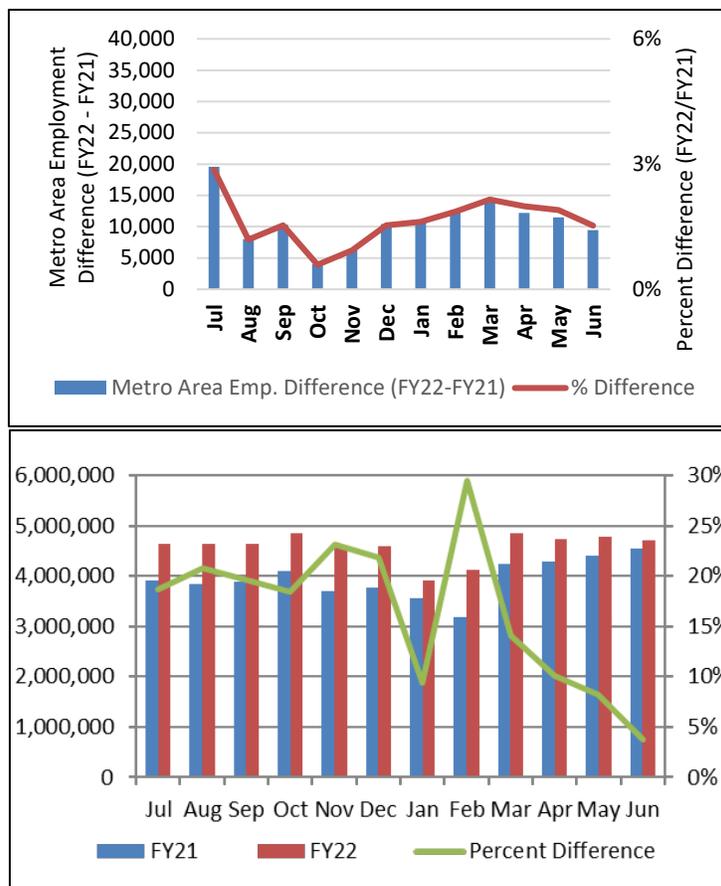
Overall, the RMTA's tolled facilities performed better in FY22 than was forecasted, with actual transactions and revenue 12% and 14.8% above forecast, respectively. Table 1-2 shows the actual performance of the RMTA facilities and the overall system in FY22 as compared to the FY22 forecasts. Figure 1-1 shows the year-over-year increase in the Richmond Metropolitan Area employment from FY21 to FY22 compared to the RMTA's monthly transactions for FY21 and FY22 and the percent difference between the two years.



Table 1-2: RMTA FY22 Traffic and Toll Revenue, Actual vs. Forecasts

FY22 - Actual versus Forecast				
Facility	Actual	Forecast	Difference	
			Absolute	Percent
Transactions				
Powhite Parkway	33,804,764	31,410,000	2,394,764	7.1%
Downtown Expressway	18,103,616	15,231,000	2,872,616	15.9%
Boulevard Bridge	3,101,684	3,093,000	8,684	0.3%
RMTA Total	55,010,064	49,734,000	5,276,064	9.6%
Toll Revenue				
Powhite Parkway	\$21,731,763	\$20,364,000	\$1,367,763	6.3%
Downtown Expressway	\$10,870,442	\$9,073,000	\$1,797,442	16.5%
Boulevard Bridge	\$981,071	\$1,029,000	-\$47,929	-4.9%
RMTA Total	\$33,583,276	\$30,466,000	\$3,117,276	9.3%

Figure 1-1: Year over Year Employment Growth, in Absolute and Percent Terms (Top) and Monthly RMTA Transactions in FY21 and FY22 (Bottom)



## 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 result

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

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

## 2.0 RMTA EXPRESSWAY SYSTEM OVERVIEW

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



## FY 2022 ANNUAL TRAFFIC AND TOLL REVENUE REPORT

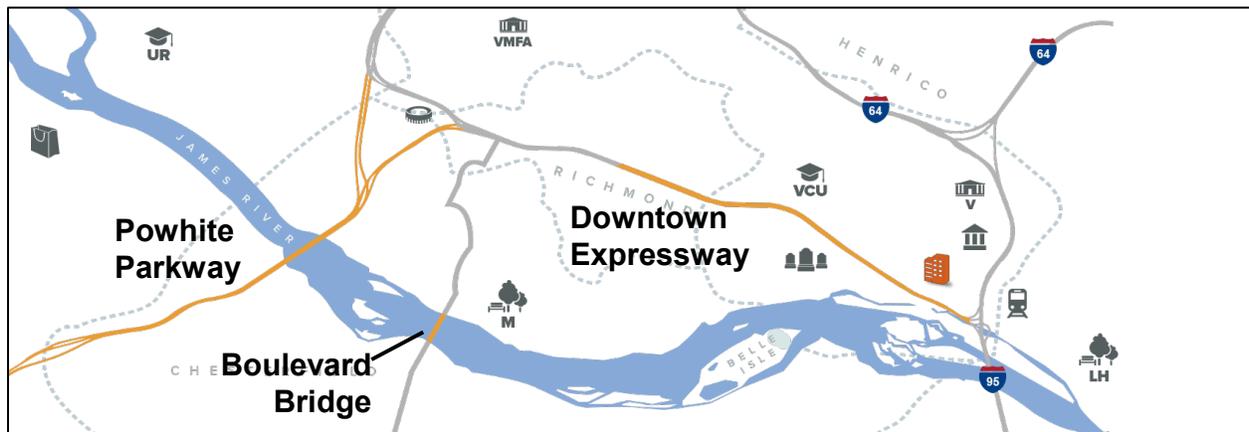
The current RMTA Expressway System consists of three facilities: the Powhite Parkway, the Downtown Expressway, and the Boulevard Bridge. The location of the RMTA Expressway System is shown in Figure 2-1. A further description of the facilities on the RMTA Expressway System follows.

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

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

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

**Figure 2-1: RMTA Expressway System**



### 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
<b>Powhite Parkway</b>				
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
<b>Downtown Expressway</b>				
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

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

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

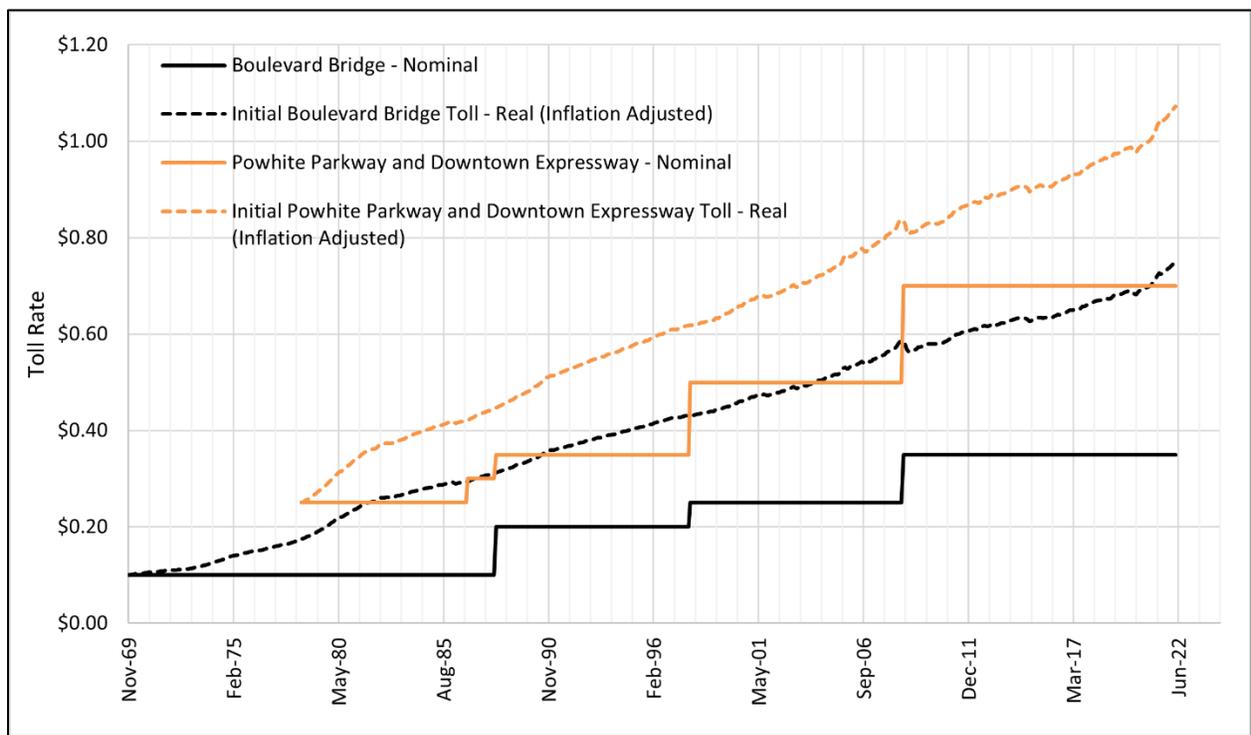
The RMTA has increased tolls throughout the history of the Authority to fund operations, maintenance, and capital needs of their facilities while continuing to meet the demands of the growing traffic base in Richmond. The first toll increase was on July 20, 1978, which raised the two-axle toll at the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



payment option. Again, the toll increase, effective September 8, 2008, was the most recent adjustment providing the toll schedule shown in Table 3-1, removing the difference between cash and electronic payments.

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

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



## 4.0 COVID-19 IMPACT

The COVID-19 pandemic has had a significant impact on the RMTA System traffic and revenue. Virginia's governor, Ralph Northam, declared a State of Emergency on March 12, 2020, and closed schools on the following day due to the pandemic. On March 30, 2020, he enacted a Stay-at-Home Order. The easing of pandemic-related restrictions began with Phase One on May 15, 2020, which allowed non-essential retail, outdoor dining, and drive-in services at places of worship to open at 50% capacity<sup>1</sup>. Virginia continued to ease restrictions throughout most of the remainder of 2020, however on December 10, 2020, with COVID-19 cases rising in Virginia, Governor Northam enacted a Stay-at-Home Order between midnight and 5 AM and limited social gatherings to ten people<sup>2</sup>. On January 17, 2021, Virginia recorded its highest daily number of new COVID-19 cases at 9,914. Cases declined rapidly after this point, due in part to the introduction of vaccines. On May 13, 2021, the Centers for Disease Control and Prevention stated that fully vaccinated people no longer needed to wear masks inside or outside or socially distance. Virginia lifted its indoor mask mandate on the following day.

Figure 4-1 through Figure 4-4 show the daily transactions for the RMTA System and each facility during the pandemic (from February 23, 2020, to June 30, 2022) compared to transactions prior to the pandemic (March 2019 to February 2020). The figures also show the percent difference between the two sets of data as well important dates during the pandemic. Since the beginning of FY22, the seven-day period with the lowest percent difference (-39%) in transactions from prior to the pandemic was during the first two weeks of January 2022. During this period, the RMTA system recorded a daily average of approximately 59,000 transactions, about 39% lower than average daily transactions for January 8-14, 2022. The Boulevard Bridge recorded a daily average of approximately 3,500 transactions for January 2022 and February 2022. This is an increase from the transactions in February 2021, that reflected a difference of -48.6%, partially owing to a significant rainstorm and closures on the Boulevard Bridge in 2021.

Since February 2021, the RMTA facilities have seen overall increases in traffic. By the end of June 2021, the seven-day average number of transactions on the Downtown Expressway was 48,014, about 72% higher than transactions between February 12-18, 2021, and about 23% less traffic than June 27-July 3, 2019. The largest spike in traffic was observed in December 2021 followed by an almost equally large dip in January 2022. January 2022 observed the lowest number of transactions since February 2021, with a -39% difference from pre-pandemic levels. By June 2022, the overall traffic was closer to pre-pandemic levels with the RMTA facilities observing traffic only 10% lower than the traffic observed before March 2020. The Boulevard Bridge observed the largest dip in terms of percentage traffic in 2021 at -75.8% and in January 2022, the facility observed a -64.7% decline in traffic from pre-pandemic levels. These decreases in transactions are also owed in part to closures on the Boulevard Bridge due to severe weather conditions in January 2022.

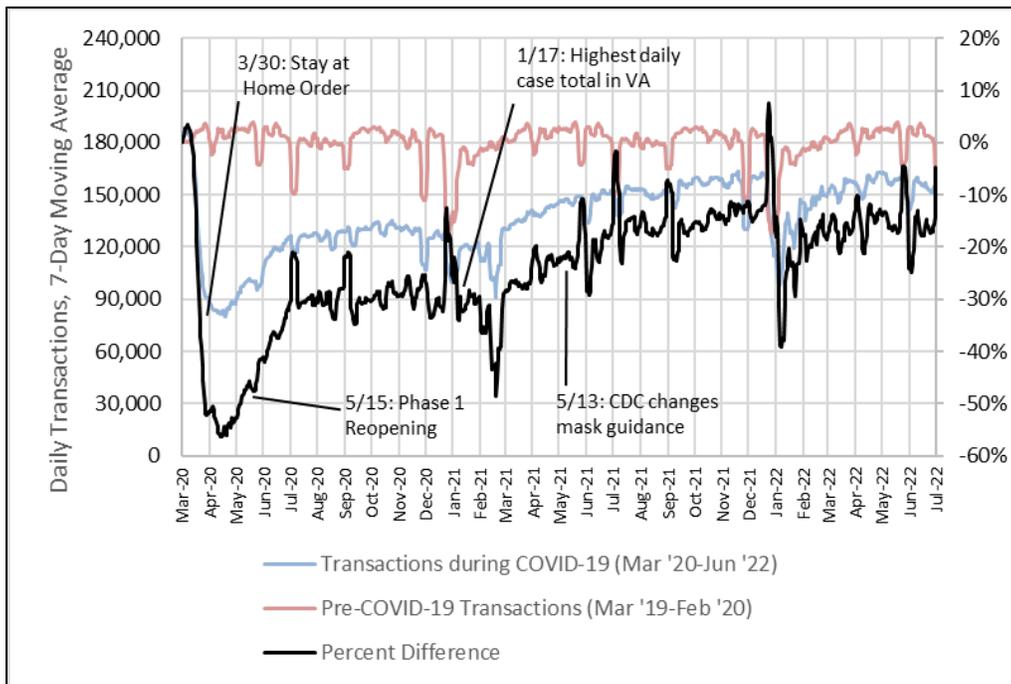


<sup>1</sup> Further description of Phase One is provided here:

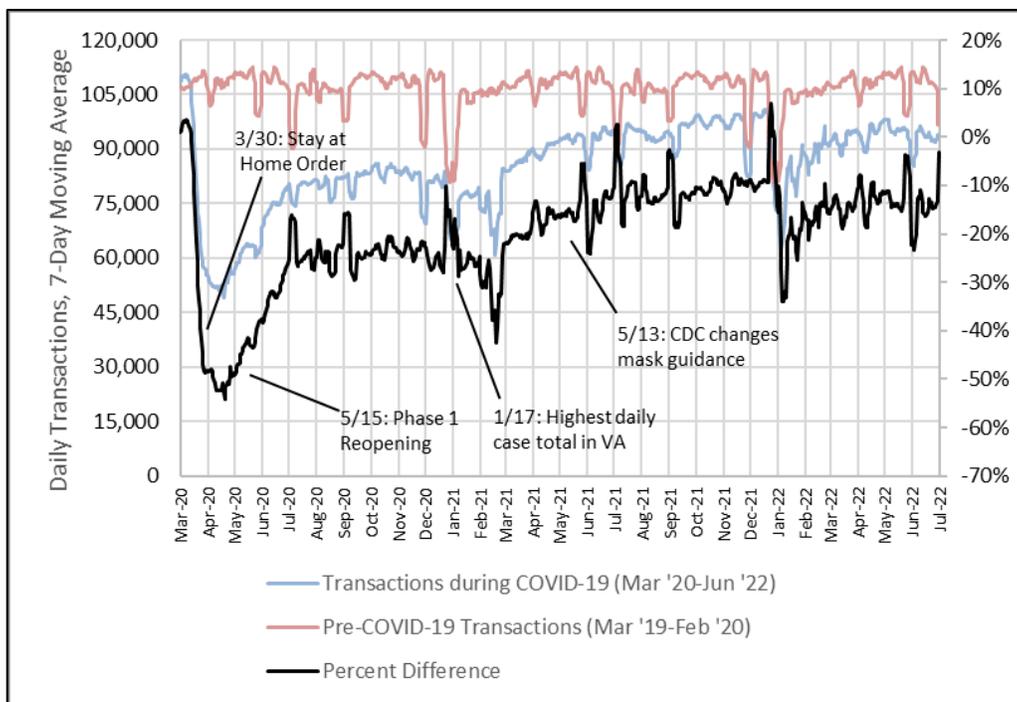
<https://www.governor.virginia.gov/media/governorvirginiagov/governor-of-virginia/pdf/Slide-deck-5.8.2020-Forward-Virginia-Phase-One.pdf>

<sup>2</sup> <https://www.governor.virginia.gov/newsroom/all-releases/2020/december/headline-886185-en.html>

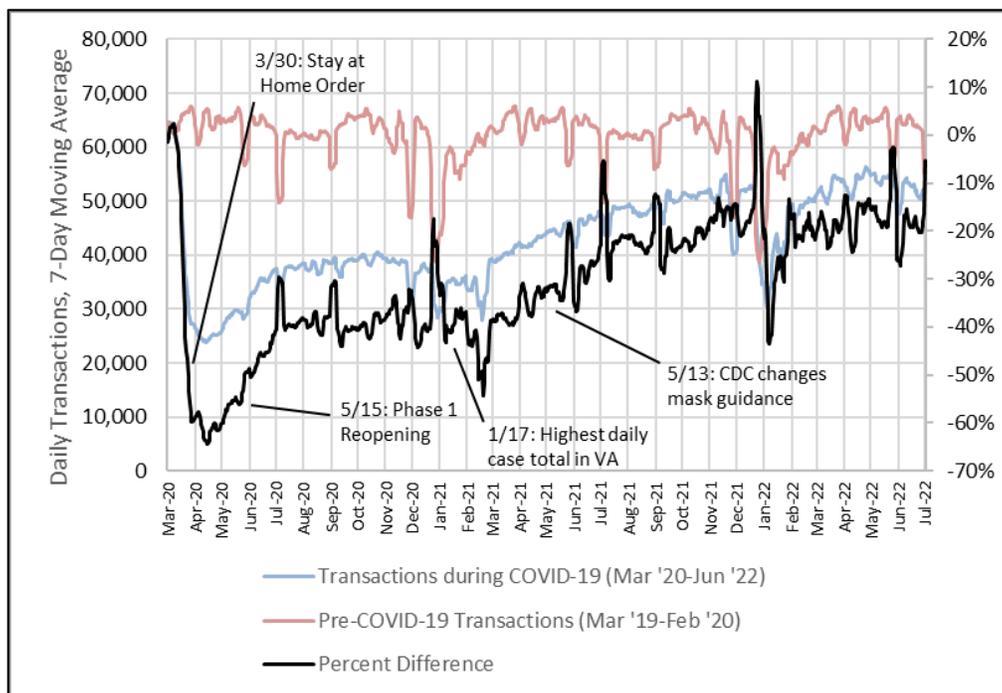
Figure 4-1: RMTA System Transactions, March 1, 2020, through June 30, 2022, compared to pre-COVID-19 Transactions (March 2019-February 2020)



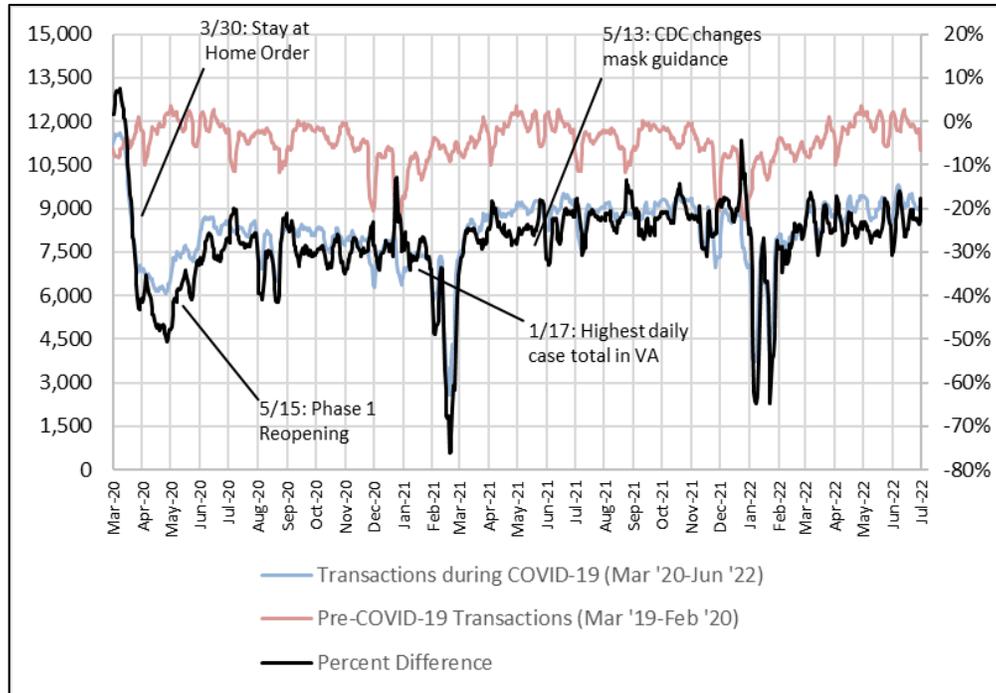
**Figure 4-2: Powwhite Parkway Transactions, March 1, 2020, through June 30, 2022, compared to pre-COVID-19 Transactions (March 2019-February 2020)**



**Figure 4-3: Downtown Expressway Transactions, March 1, 2020, through June 30, 2022, compared to pre-COVID-19 Transactions (March 2019-February 2020)**



**Figure 4-4: Boulevard Bridge Transactions, March 1, 2020, through June 30, 2022, compared to pre-COVID-19 Transactions (March 2019-February 2020)**



## 5.0 FY21 TO FY22 CHANGE

- Overall traffic and revenue increased from FY21 to FY22 by 15.9% and 15.8%, respectively.
  - The Downtown Expressway transactions increased the most in percent terms at 27.2% and toll revenue decrease by 28.6%.
  - The Powhite Parkway transactions increased by 11.5% and toll revenue increased by 10.5%.
  - The Boulevard Bridge transactions increased by 7.2% and toll revenue increased by 2.9%.
- The average toll on each facility has been relatively stable except for the Boulevard Bridge in 2022, when average tolls were 4% lower than 2021. Figure 5-2 shows the average toll rate by month for each facility and the entire RMTA system for FY 2022.
- Monthly data follows:
  - Between July and December 2021, traffic and revenue were significantly higher in FY22 than FY21



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- February 2022 has observed a substantial increase in both traffic and revenue in FY22 as compared to FY21
- Between March and June 2022, traffic and revenue were moderately higher in FY22 than FY21. The pandemic had a stronger, negative impact in 2020 during these months, while in 2021, social distancing restrictions were being eased during these months. The situation has appeared to have improved further in early 2022.
- Traffic and revenue have both increased overall in 2022

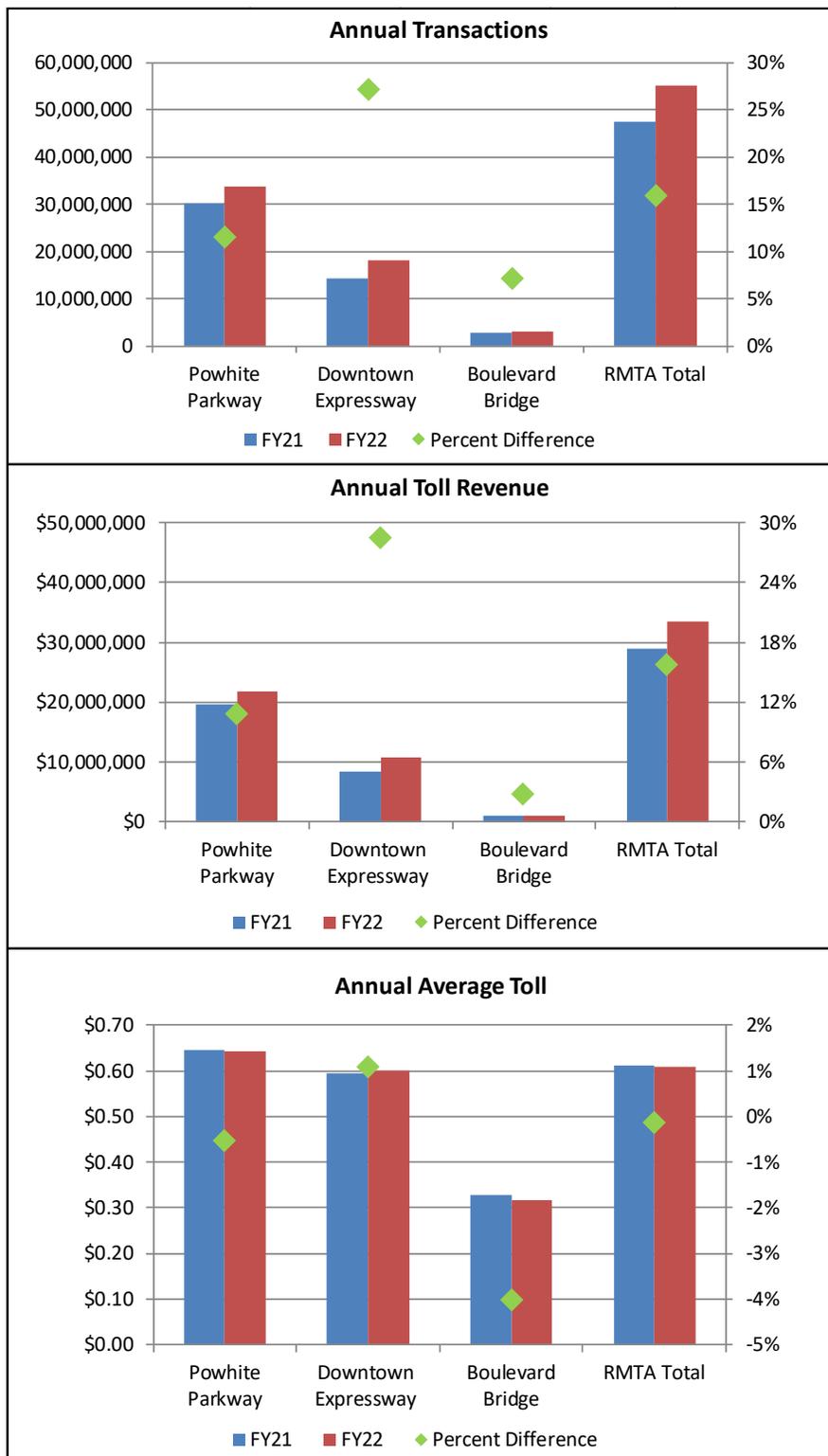
Table 5-1 and Figure 5-1 show the annual change in traffic, revenue, and average toll from FY21 to FY22 for each RMTA facility and the system as a whole. Table 5-2 shows the change in traffic and revenue from FY21 to FY22 for each month on the RMTA System and specifically on the Powhite Parkway. Table 5-3 shows the change in traffic and revenue from FY21 to FY22 for each month on the Downtown Expressway and the Boulevard Bridge. Figure 5-2 shows the average toll rates for all months of FY22 for each facility and the whole system.

**Table 5-1: RMTA Change in Traffic, Revenue and Average Toll, FY21 to FY22**

FY21 to FY22				
Facility	FY21	FY22	Difference	
			Absolute	Percent
Transactions				
Powhite Parkway	30,315,116	33,804,764	3,489,648	11.5%
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Downtown Expressway	\$8,456,042	\$10,870,442	\$2,414,400	28.6%
Boulevard Bridge	\$953,502	\$981,071	\$27,569	2.9%
RMTA Total	\$29,002,601	\$33,583,276	\$4,580,675	15.8%
Average Toll				
Powhite Parkway	\$0.646	\$0.643	-\$0.0035	-0.5%
Downtown Expressway	\$0.594	\$0.600	\$0.0065	1.1%
Boulevard Bridge	\$0.330	\$0.316	-\$0.0133	-4.0%
RMTA Total	\$0.611	\$0.610	-\$0.0008	-0.1%



Figure 5-1: RMTA Change in Traffic, Revenue and Average Toll, FY21 to FY22



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Table 5-2: Change in Monthly Traffic and Revenue on the RMTA System and Powhite Parkway, FY21 to FY22

RMTA Total				
Month	FY21	FY22	Difference	
			Absolute	Percent
Transactions				
Jul	3,914,188	4,646,302	732,114	18.7%
Aug	3,835,798	4,632,995	797,197	20.8%
Sep	3,878,919	4,637,356	758,437	19.6%
Oct	4,099,734	4,856,683	756,949	18.5%
Nov	3,705,849	4,564,215	858,366	23.2%
Dec	3,772,777	4,597,140	824,363	21.9%
Jan	3,563,483	3,899,202	335,719	9.4%
Feb	3,190,136	4,129,574	939,438	29.4%
Mar	4,242,513	4,839,495	596,982	14.1%
Apr	4,291,817	4,725,524	433,707	10.1%
May	4,411,822	4,773,455	361,633	8.2%
Jun	4,537,326	4,708,123	170,797	3.8%
Total	47,444,362	55,010,064	7,565,702	15.9%
Toll Revenue				
Jul	\$2,395,548	\$2,815,843	\$420,295	17.5%
Aug	\$2,319,275	\$2,806,276	\$487,001	21.0%
Sep	\$2,415,384	\$2,830,514	\$415,130	17.2%
Oct	\$2,528,890	\$2,970,347	\$441,457	17.5%
Nov	\$2,271,444	\$2,709,555	\$438,111	19.3%
Dec	\$2,288,644	\$2,897,532	\$608,888	26.6%
Jan	\$2,203,614	\$2,319,562	\$115,948	5.3%
Feb	\$1,962,041	\$2,807,558	\$845,517	43.1%
Mar	\$2,566,984	\$2,866,923	\$299,939	11.7%
Apr	\$2,632,091	\$2,751,219	\$119,128	4.5%
May	\$2,653,679	\$2,874,823	\$221,144	8.3%
Jun	\$2,765,007	\$2,933,124	\$168,117	6.1%
Total	\$29,002,601	\$33,583,276	\$4,580,675	15.8%
Powhite Parkway				
Month	FY21	FY22	Difference	
			Absolute	Percent
Transactions				
Jul	2,491,371	2,900,557	409,186	16.4%
Aug	2,444,764	2,876,970	432,206	17.7%
Sep	2,470,225	2,867,717	397,492	16.1%
Oct	2,621,890	2,998,783	376,893	14.4%
Nov	2,382,185	2,839,782	457,597	19.2%
Dec	2,435,351	2,873,068	437,717	18.0%
Jan	2,301,431	2,464,504	163,073	7.1%
Feb	2,081,814	2,520,938	439,124	21.1%
Mar	2,717,074	2,912,259	195,185	7.2%
Apr	2,730,926	2,841,626	110,700	4.1%
May	2,789,054	2,871,582	82,528	3.0%
Jun	2,849,031	2,836,978	-12,053	-0.4%
Total	30,315,116	33,804,764	3,489,648	11.5%
Toll Revenue				
Jul	\$1,630,162	\$1,851,385	\$221,223	13.6%
Aug	\$1,533,386	\$1,835,867	\$302,481	19.7%
Sep	\$1,635,532	\$1,831,343	\$195,811	12.0%
Oct	\$1,705,074	\$1,917,734	\$212,660	12.5%
Nov	\$1,545,102	\$1,729,913	\$184,811	12.0%
Dec	\$1,553,491	\$1,912,303	\$358,812	23.1%
Jan	\$1,512,009	\$1,529,757	\$17,748	1.2%
Feb	\$1,352,112	\$1,819,101	\$466,989	34.5%
Mar	\$1,740,349	\$1,830,902	\$90,553	5.2%
Apr	\$1,769,804	\$1,755,638	-\$14,166	-0.8%
May	\$1,777,370	\$1,835,391	\$58,021	3.3%
Jun	\$1,838,666	\$1,882,429	\$43,763	2.4%
Total	\$19,593,057	\$21,731,763	\$2,138,706	10.9%



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Table 5-3: Change in Monthly Traffic and Revenue on the Downtown Expressway and Boulevard Bridge, FY21 to FY22

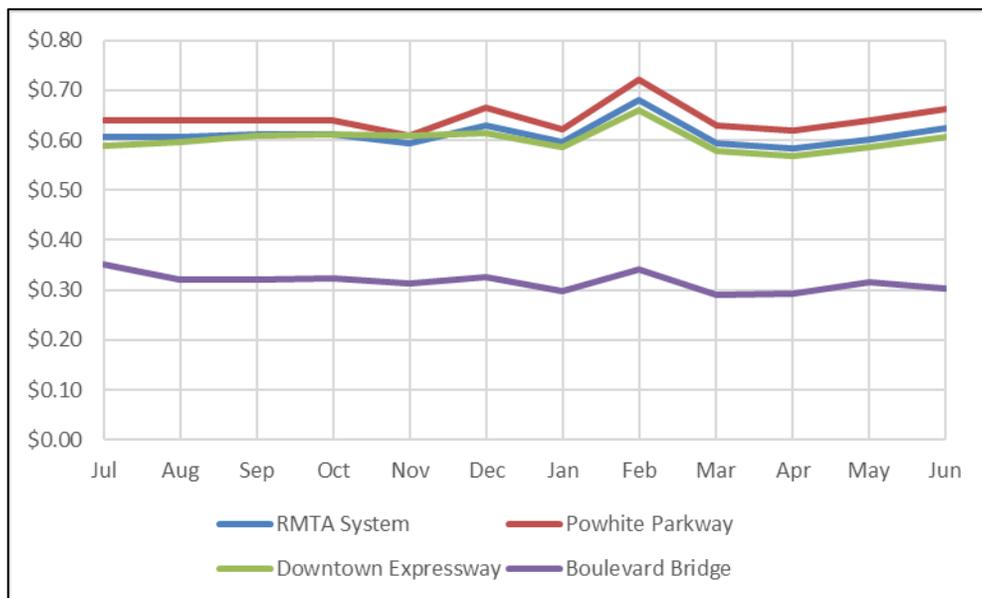
Downtown Expressway				
Month	FY21	FY22	Difference	
			Absolute	Percent
<b>Transactions</b>				
Jul	1,168,654	1,476,101	307,447	26.3%
Aug	1,156,933	1,484,307	327,374	28.3%
Sep	1,160,576	1,499,461	338,885	29.2%
Oct	1,229,372	1,573,260	343,888	28.0%
Nov	1,097,676	1,480,718	383,042	34.9%
Dec	1,104,376	1,466,408	362,032	32.8%
Jan	1,044,199	1,253,736	209,537	20.1%
Feb	955,849	1,382,145	426,296	44.6%
Mar	1,264,122	1,654,976	390,854	30.9%
Apr	1,293,373	1,612,541	319,168	24.7%
May	1,348,567	1,628,802	280,235	20.8%
Jun	1,412,428	1,591,161	178,733	12.7%
Total	14,236,125	18,103,616	3,867,491	27.2%
<b>Toll Revenue</b>				
Jul	\$697,333	\$869,703	\$172,370	24.7%
Aug	\$689,881	\$883,312	\$193,431	28.0%
Sep	\$697,392	\$912,223	\$214,831	30.8%
Oct	\$741,143	\$960,965	\$219,822	29.7%
Nov	\$652,468	\$903,335	\$250,867	38.4%
Dec	\$657,891	\$901,254	\$243,363	37.0%
Jan	\$619,131	\$735,908	\$116,777	18.9%
Feb	\$559,975	\$911,312	\$351,337	62.7%
Mar	\$743,742	\$957,285	\$213,543	28.7%
Apr	\$773,023	\$916,192	\$143,169	18.5%
May	\$789,009	\$953,385	\$164,376	20.8%
Jun	\$835,054	\$965,568	\$130,514	15.6%
Total	\$8,456,042	\$10,870,442	\$2,414,400	28.6%

Boulevard Bridge				
Month	FY21	FY22	Difference	
			Absolute	Percent
<b>Transactions</b>				
Jul	254,163	269,644	15,481	6.1%
Aug	234,101	271,718	37,617	16.1%
Sep	248,118	270,178	22,060	8.9%
Oct	248,472	284,640	36,168	14.6%
Nov	225,988	243,715	17,727	7.8%
Dec	233,050	257,664	24,614	10.6%
Jan	217,853	180,962	-36,891	-16.9%
Feb	152,473	226,491	74,018	48.5%
Mar	261,317	272,260	10,943	4.2%
Apr	267,518	271,357	3,839	1.4%
May	274,201	273,071	-1,130	-0.4%
Jun	275,867	279,984	4,117	1.5%
Total	2,893,121	3,101,684	208,563	7.2%
<b>Toll Revenue</b>				
Jul	\$68,053	\$94,755	\$26,702	39.2%
Aug	\$96,008	\$87,097	-\$8,911	-9.3%
Sep	\$82,460	\$86,948	\$4,488	5.4%
Oct	\$82,673	\$91,648	\$8,975	10.9%
Nov	\$73,874	\$76,307	\$2,433	3.3%
Dec	\$77,262	\$83,975	\$6,713	8.7%
Jan	\$72,474	\$53,897	-\$18,577	-25.6%
Feb	\$49,954	\$77,145	\$27,191	54.4%
Mar	\$82,893	\$78,736	-\$4,157	-5.0%
Apr	\$89,264	\$79,389	-\$9,875	-11.1%
May	\$87,300	\$86,047	-\$1,253	-1.4%
Jun	\$91,287	\$85,127	-\$6,160	-6.7%
Total	\$953,502	\$981,071	\$27,569	2.9%



Figure 5-2: Average Toll Rates on RMTA Facilities in FY22



## 6.0 FY22 ACTUAL VS. FORECAST

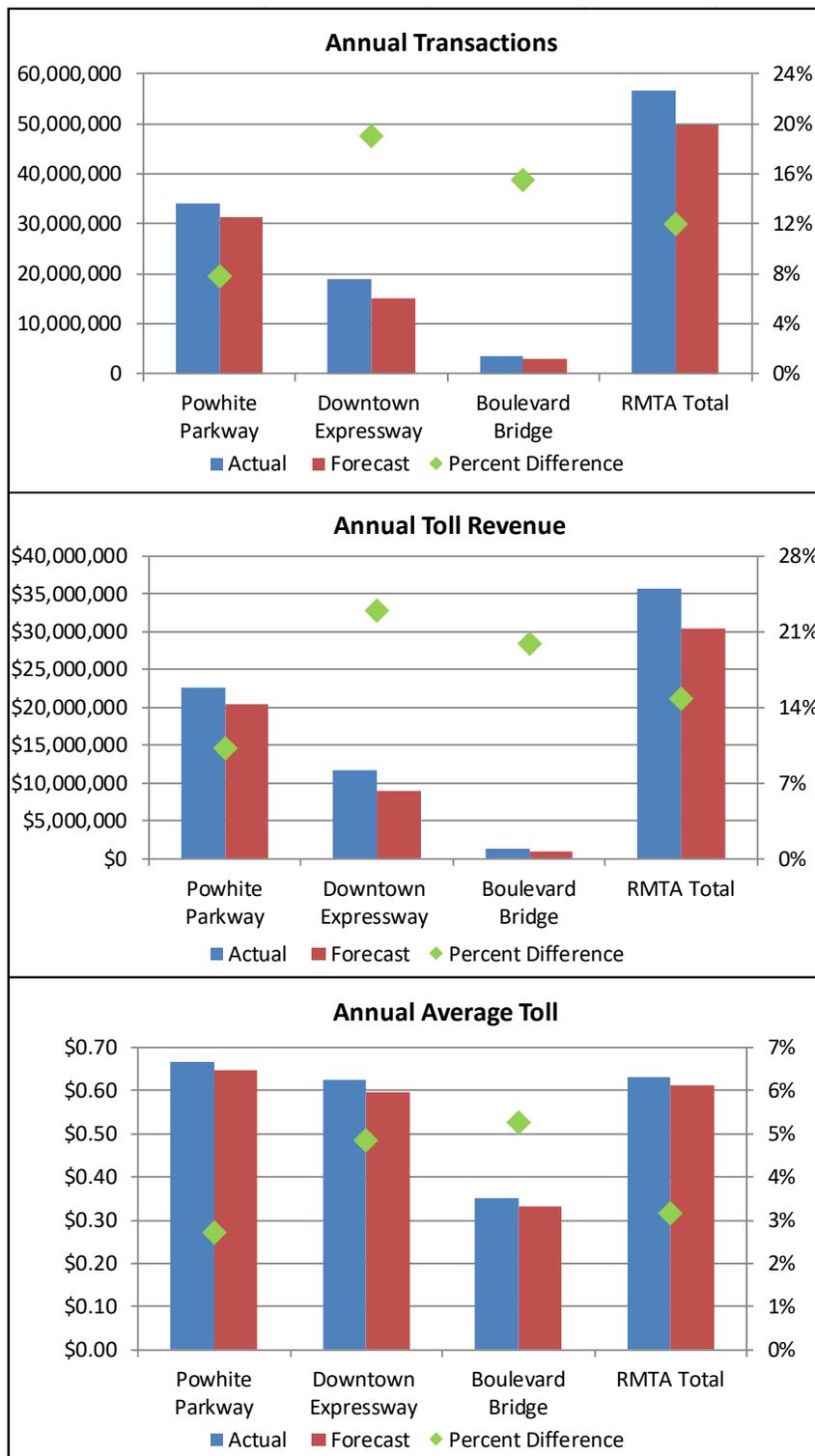
FY22 entailed a single forecast as opposed to the FY21 forecast which consisted of three scenarios of COVID-19 (Short/Mid/Long). The FY21 forecasts showed total traffic and revenue for the RMTA system most closely resembled the “Mid-Duration” forecast. Table 6-1 and Figure 6-1 compare the FY22 actual annual traffic, revenue, average toll for the RMTA system and its facilities to the FY22 forecasts. Table 6-2, Table 6-3, Table 6-4, and Table 6-5 compare the FY21 actual monthly traffic and revenue to the FY21 forecasts for the RMTA system, Powhite Parkway, Downtown Expressway, and Boulevard Bridge, respectively.

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

FY22 - Actual versus Forecast				
Facility	Actual	Forecast	Difference	
			Absolute	Percent
Transactions				
Powhite Parkway	34,058,087	31,410,000	2,648,087	7.8%
Downtown Expressway	18,820,764	15,231,000	3,589,764	19.1%
Boulevard Bridge	3,660,223	3,093,000	567,223	15.5%
RMTA Total	56,539,074	49,734,000	6,805,074	12.0%
Toll Revenue				
Powhite Parkway	\$22,700,737	\$20,364,000	\$2,336,737	10.3%
Downtown Expressway	\$11,783,154	\$9,073,000	\$2,710,154	23.0%
Boulevard Bridge	\$1,285,439	\$1,029,000	\$256,439	19.9%
RMTA Total	\$35,769,330	\$30,466,000	\$5,303,330	14.8%
Average Toll				
Powhite Parkway	\$0.667	\$0.648	\$0.0182	2.7%
Downtown Expressway	\$0.626	\$0.596	\$0.0304	4.9%
Boulevard Bridge	\$0.351	\$0.333	\$0.0185	5.3%
RMTA Total	\$0.633	\$0.613	\$0.0201	3.2%



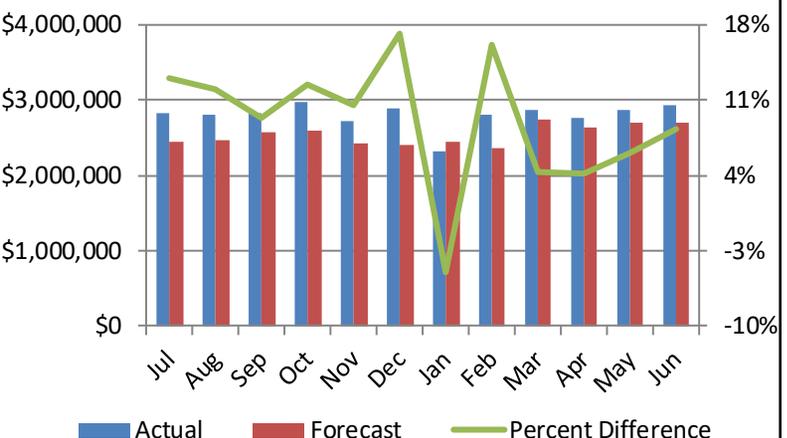
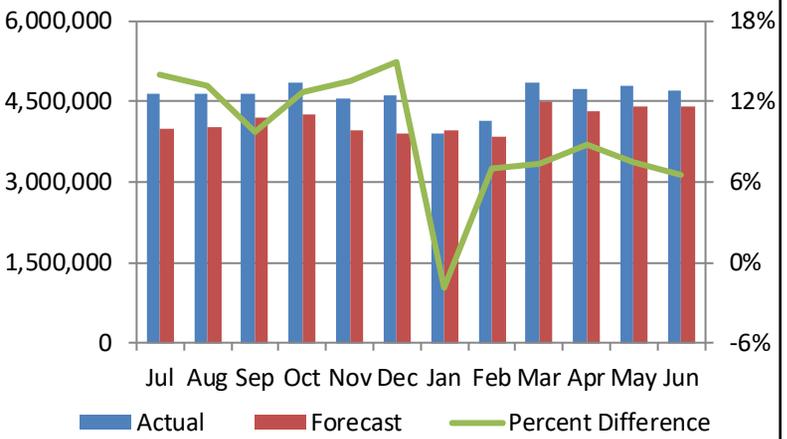
Figure 6-1: RMTA Traffic, Revenue and Average Toll, FY22 Actual vs. Forecast



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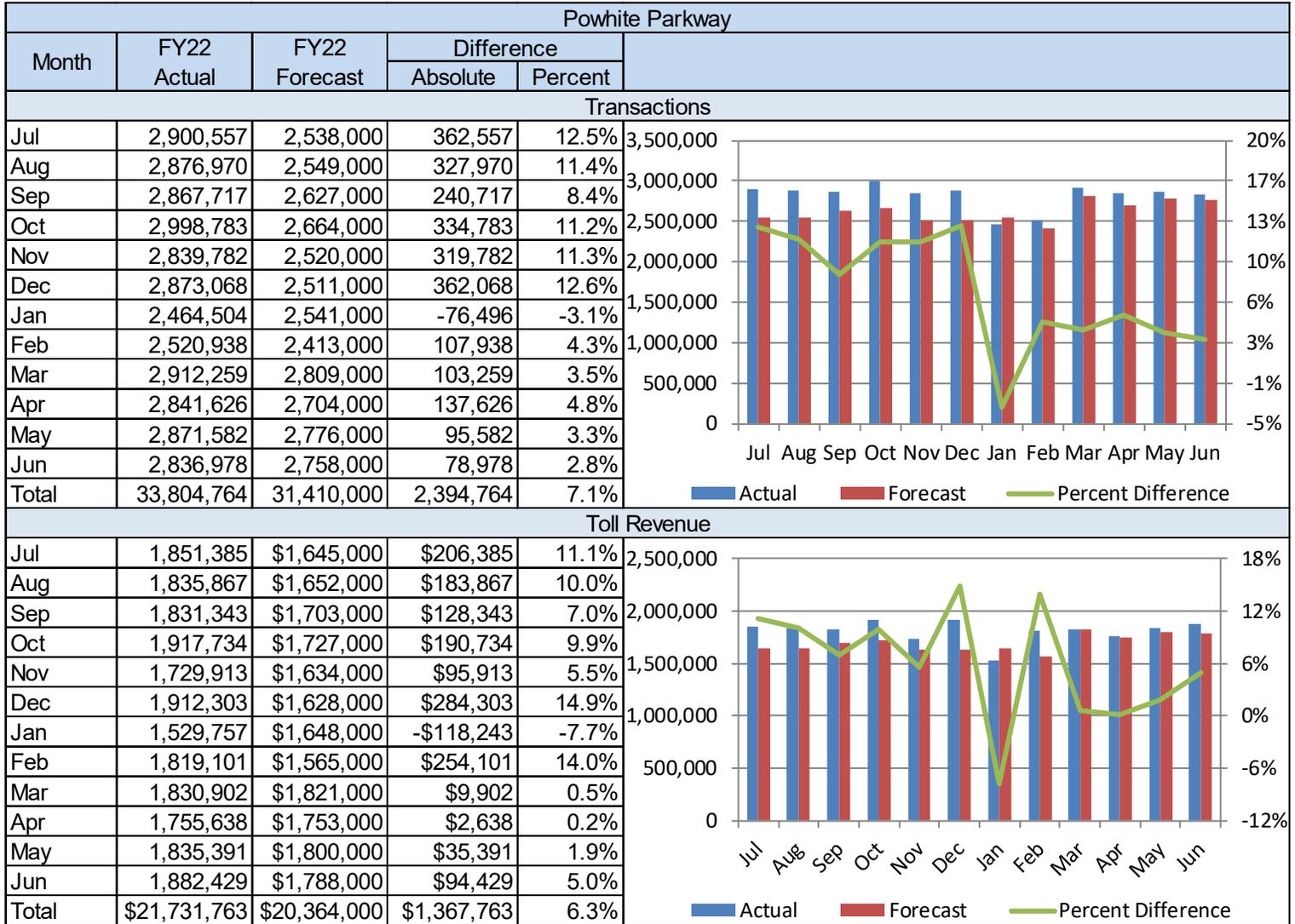
Table 6-2: RMTA System Traffic and Revenue, FY22 Actual vs. Forecast

RMTA Total				
Month	FY22 Actual	FY22 Forecast	Difference	
			Absolute	Percent
Transactions				
Jul	4,646,302	3,998,000	648,302	14.0%
Aug	4,632,995	4,025,000	607,995	13.1%
Sep	4,637,356	4,188,000	449,356	9.7%
Oct	4,856,683	4,240,000	616,683	12.7%
Nov	4,564,215	3,950,000	614,215	13.5%
Dec	4,597,140	3,910,000	687,140	14.9%
Jan	3,899,202	3,972,000	-72,798	-1.9%
Feb	4,129,574	3,842,000	287,574	7.0%
Mar	4,839,495	4,482,000	357,495	7.4%
Apr	4,725,524	4,312,000	413,524	8.8%
May	4,773,455	4,416,000	357,455	7.5%
Jun	4,708,123	4,399,000	309,123	6.6%
Total	55,010,064	49,734,000	5,276,064	9.6%
Toll Revenue				
Jul	\$2,815,843	\$2,451,000	\$364,843	13.0%
Aug	\$2,806,276	\$2,468,000	\$338,276	12.1%
Sep	\$2,830,514	\$2,566,000	\$264,514	9.3%
Oct	\$2,970,347	\$2,599,000	\$371,347	12.5%
Nov	\$2,709,555	\$2,424,000	\$285,555	10.5%
Dec	\$2,897,532	\$2,400,000	\$497,532	17.2%
Jan	\$2,319,562	\$2,437,000	-\$117,438	-5.1%
Feb	\$2,807,558	\$2,354,000	\$453,558	16.2%
Mar	\$2,866,923	\$2,743,000	\$123,923	4.3%
Apr	\$2,751,219	\$2,636,000	\$115,219	4.2%
May	\$2,874,823	\$2,699,000	\$175,823	6.1%
Jun	\$2,933,124	\$2,689,000	\$244,124	8.3%
Total	\$33,583,276	\$30,466,000	\$3,117,276	9.3%



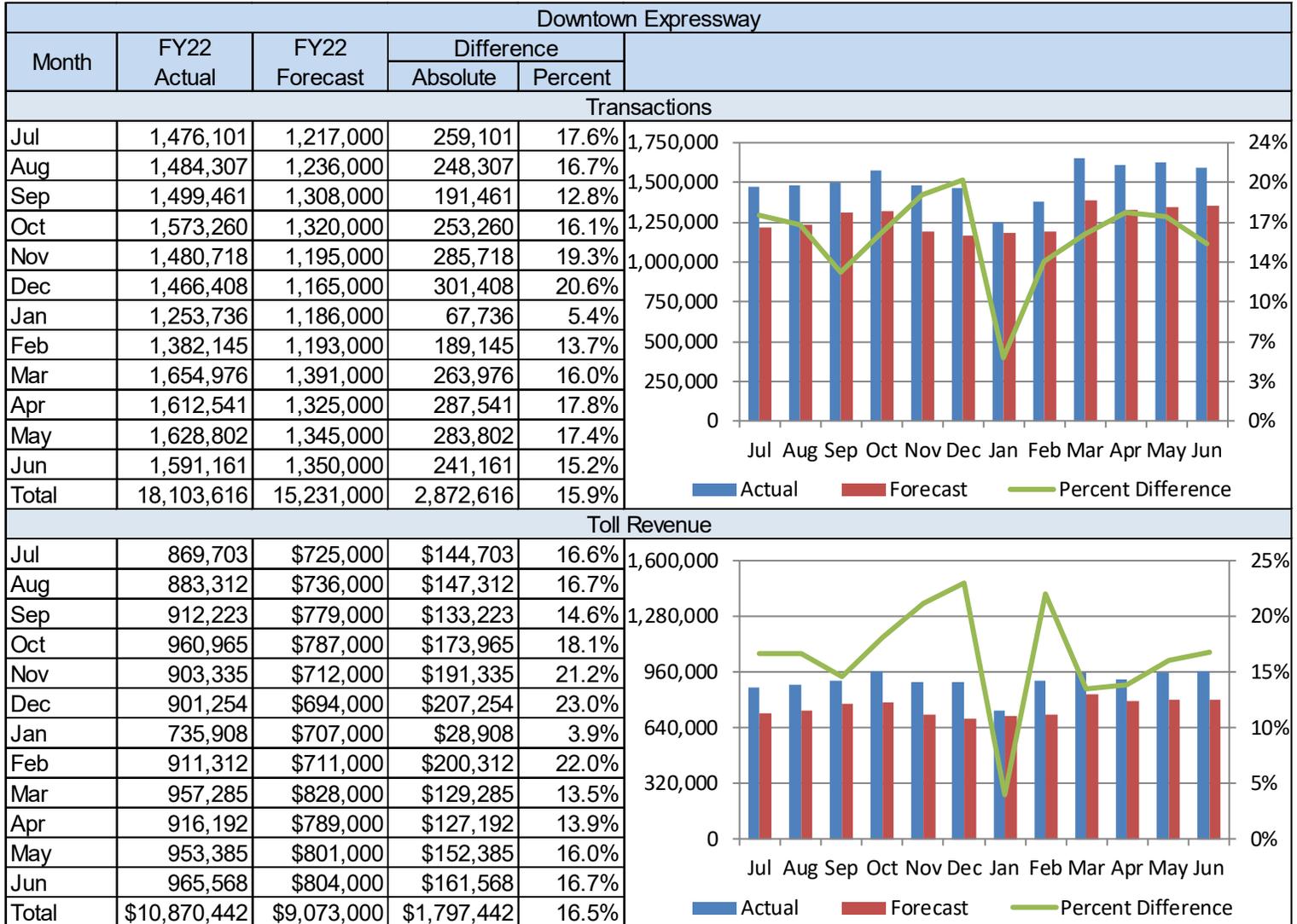
FY 2022 ANNUAL TRAFFIC AND TOLL REVENUE REPORT

Table 6-3: Powwhite Parkway Traffic and Revenue, FY22 Actual vs. Forecast



FY 2022 ANNUAL TRAFFIC AND TOLL REVENUE REPORT

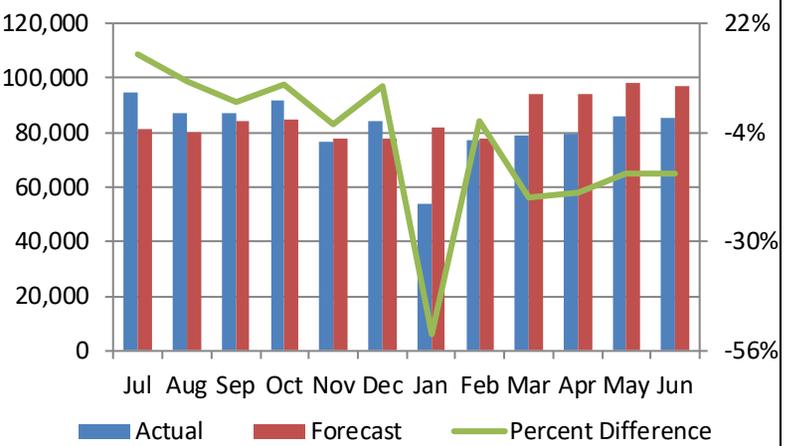
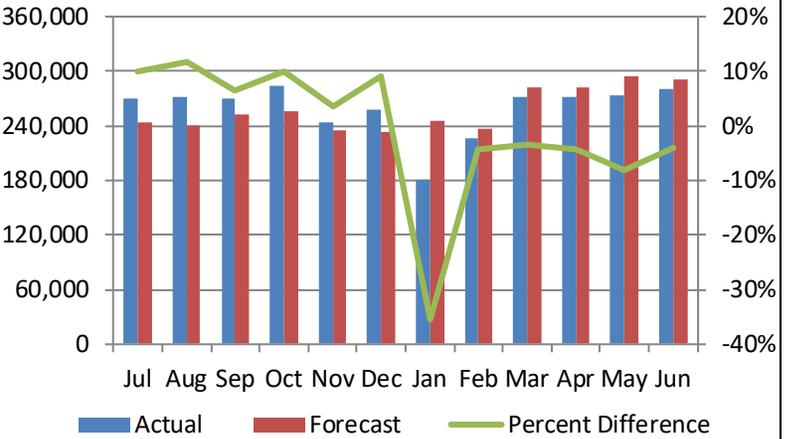
Table 6-4: Downtown Expressway Traffic and Revenue, FY22 Actual vs. Forecast



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Table 6-5: Boulevard Bridge Traffic and Revenue, FY22 Actual vs. Forecast

Boulevard Bridge				
Month	FY22 Actual	FY22 Forecast	Difference	
			Absolute	Percent
Transactions				
Jul	269,644	243,000	26,644	9.9%
Aug	271,718	240,000	31,718	11.7%
Sep	270,178	253,000	17,178	6.4%
Oct	284,640	256,000	28,640	10.1%
Nov	243,715	235,000	8,715	3.6%
Dec	257,664	234,000	23,664	9.2%
Jan	180,962	245,000	-64,038	-35.4%
Feb	226,491	236,000	-9,509	-4.2%
Mar	272,260	282,000	-9,740	-3.6%
Apr	271,357	283,000	-11,643	-4.3%
May	273,071	295,000	-21,929	-8.0%
Jun	279,984	291,000	-11,016	-3.9%
Total	3,101,684	3,093,000	8,684	0.3%
Toll Revenue				
Jul	94,755	\$81,000	\$13,755	14.5%
Aug	87,097	\$80,000	\$7,097	8.1%
Sep	86,948	\$84,000	\$2,948	3.4%
Oct	91,648	\$85,000	\$6,648	7.3%
Nov	76,307	\$78,000	-\$1,693	-2.2%
Dec	83,975	\$78,000	\$5,975	7.1%
Jan	53,897	\$82,000	-\$28,103	-52.1%
Feb	77,145	\$78,000	-\$855	-1.1%
Mar	78,736	\$94,000	-\$15,264	-19.4%
Apr	79,389	\$94,000	-\$14,611	-18.4%
May	86,047	\$98,000	-\$11,953	-13.9%
Jun	85,127	\$97,000	-\$11,873	-13.9%
Total	\$981,071	\$1,029,000	-\$47,929	-4.9%



## 7.0 HOURLY TRAFFIC PROFILES

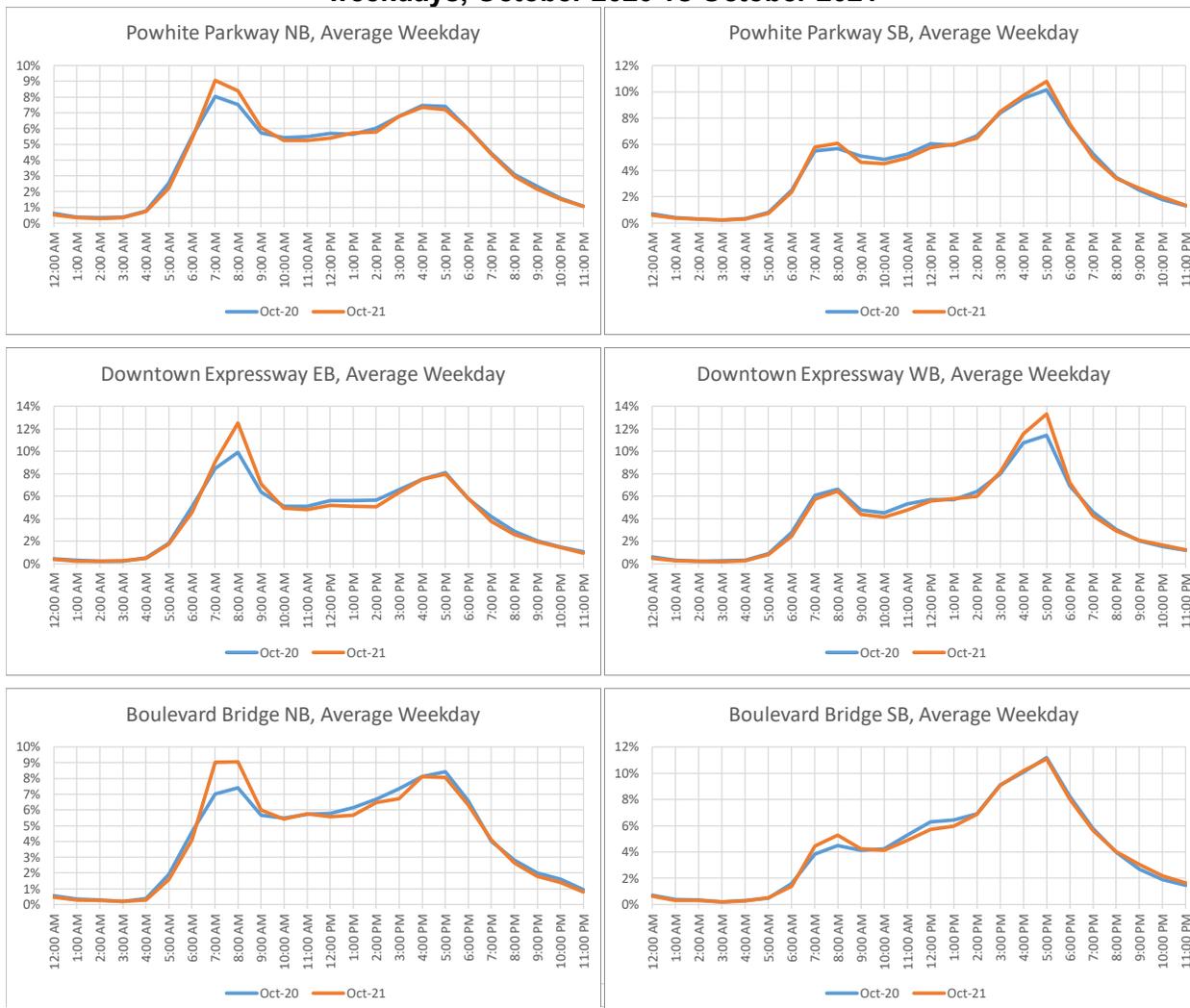
### 7.1.1 October 2019 vs 2020

Similar to daily traffic trends, the review of hourly traffic trends by facility provides a comprehensive understanding of the traffic on the RMTA Expressway System. Figure 7-1 presents the hourly traffic by facility for a typical weekday in October 2020 and 2021. 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%.

In all instances, the peak one-hour in the typical commuting direction made up slightly more of the daily traffic in 2021 than in 2020. This is likely due to a slow and steady return to work policy in Richmond. Note that these levels are still below pre-covid peak period demand.



**Figure 7-1: Hourly Traffic Trends on the RMTA Expressway System for average weekdays, October 2020 vs October 2021**

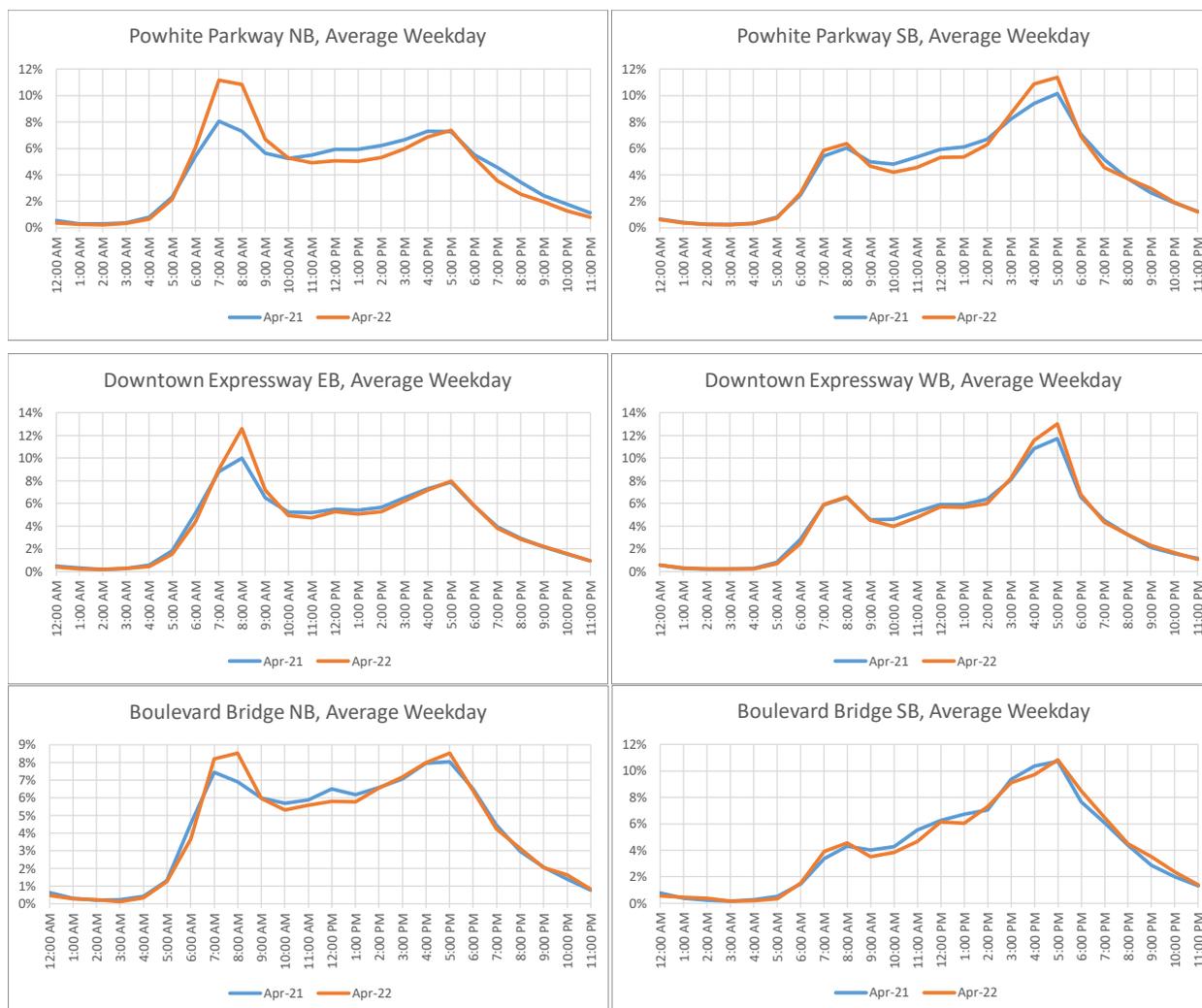


**7.1.2 April 2020 vs 2021**

Figure 7-2 presents the hourly traffic by facility for a typical weekday in April 2021 and April 2022. Very similar trends exist for the April traffic as identified with the October traffic levels, with more peak period demand in 2022 than the previous year.



Figure 7-2: Hourly Traffic Trends on the RMTA Expressway System Apr-21 vs Apr-22



### 7.1.3 October 2021 vs April 2022 vs June 2022

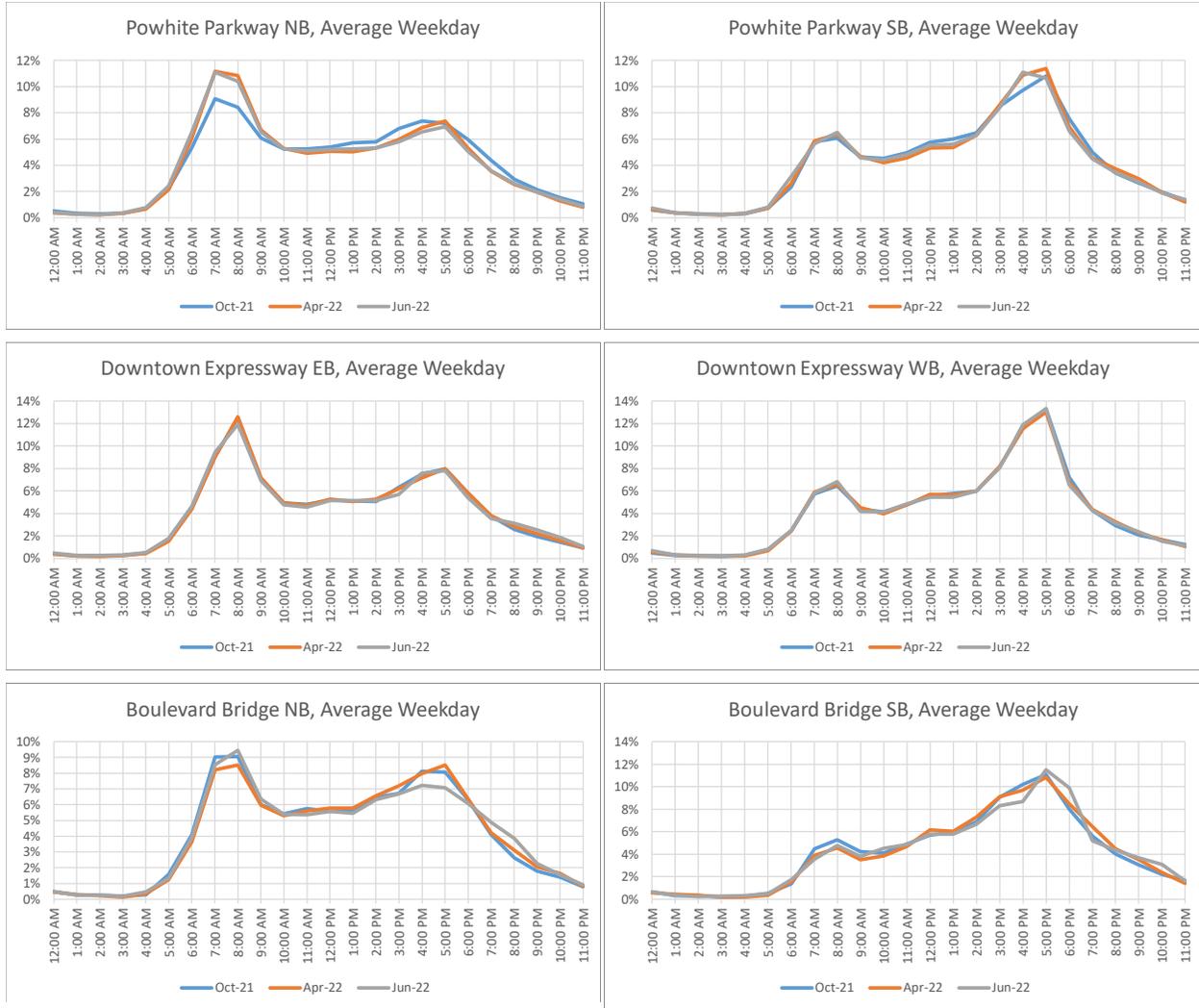
In order to compare hourly traffic trends for different parts of FY22, Figure 7-3 and Figure 7-4 show hourly traffic profiles for October 2021, April 2022, and June 2022 for weekdays and weekends, respectively. On weekdays, the traffic profiles have not varied too much; one of the more notable changes is that the Powhite Parkway northbound traffic's 7-8 AM hour contains over 10% of daily traffic in April and June 2022 compared to 9% in October 2021, showing the slow steady recovery of commuter traffic.

The weekend has had more variability but generally the same shape across the fiscal year.

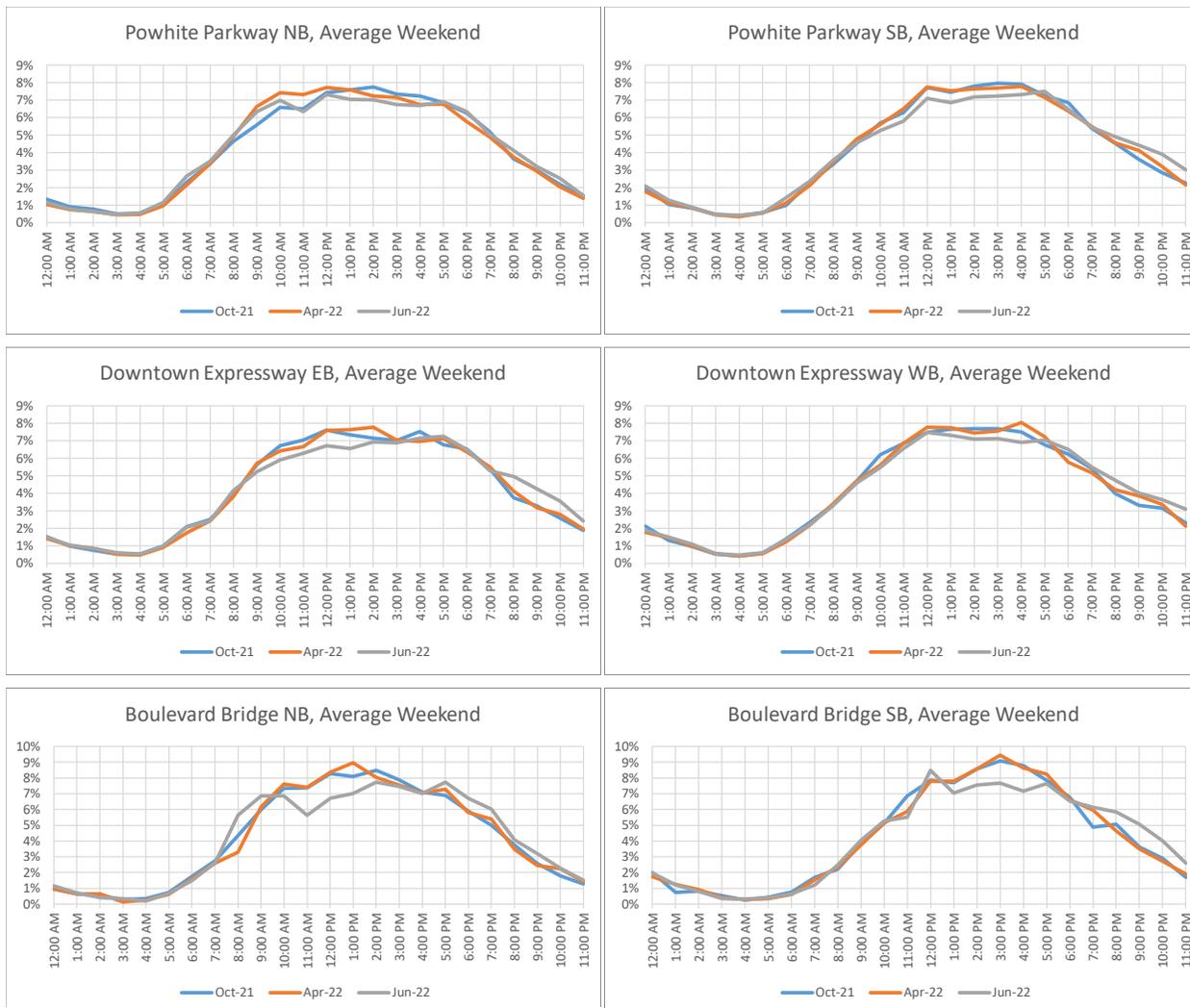


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Figure 7-3: Hourly Weekday Traffic Comparison on the RMTA Expressway System for October 2021, April 2022, and June 2022



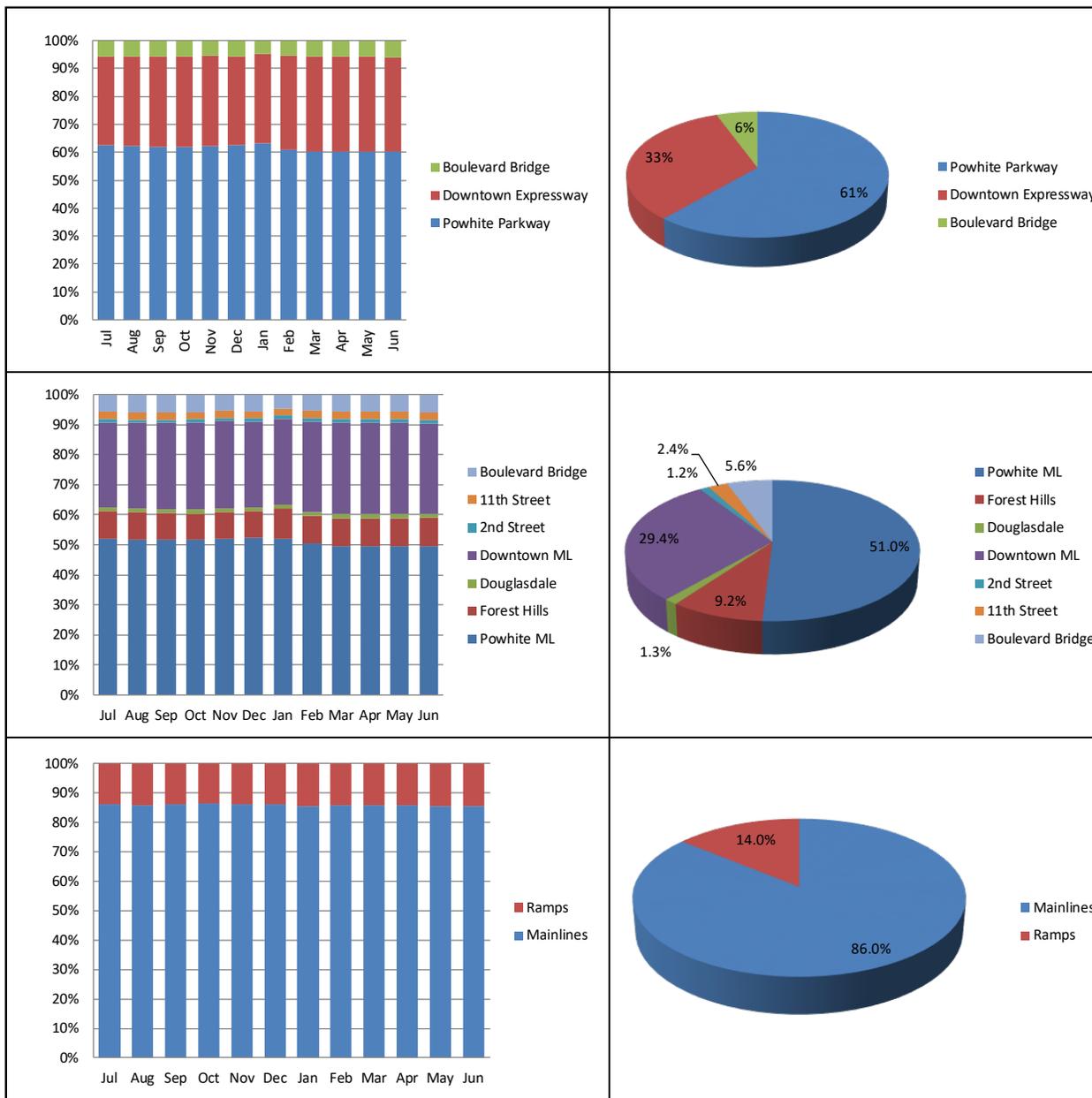
**Figure 7-4: Hourly Weekend Traffic Comparison on the RMTA Expressway System for October 2021, April 2022, and June 2022**



## 8.0 FY22 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 FY2022. Figure 8-1 shows the percent share of transactions by month and facility.

**Figure 8-1: Percent Share of Transactions FY 2022**

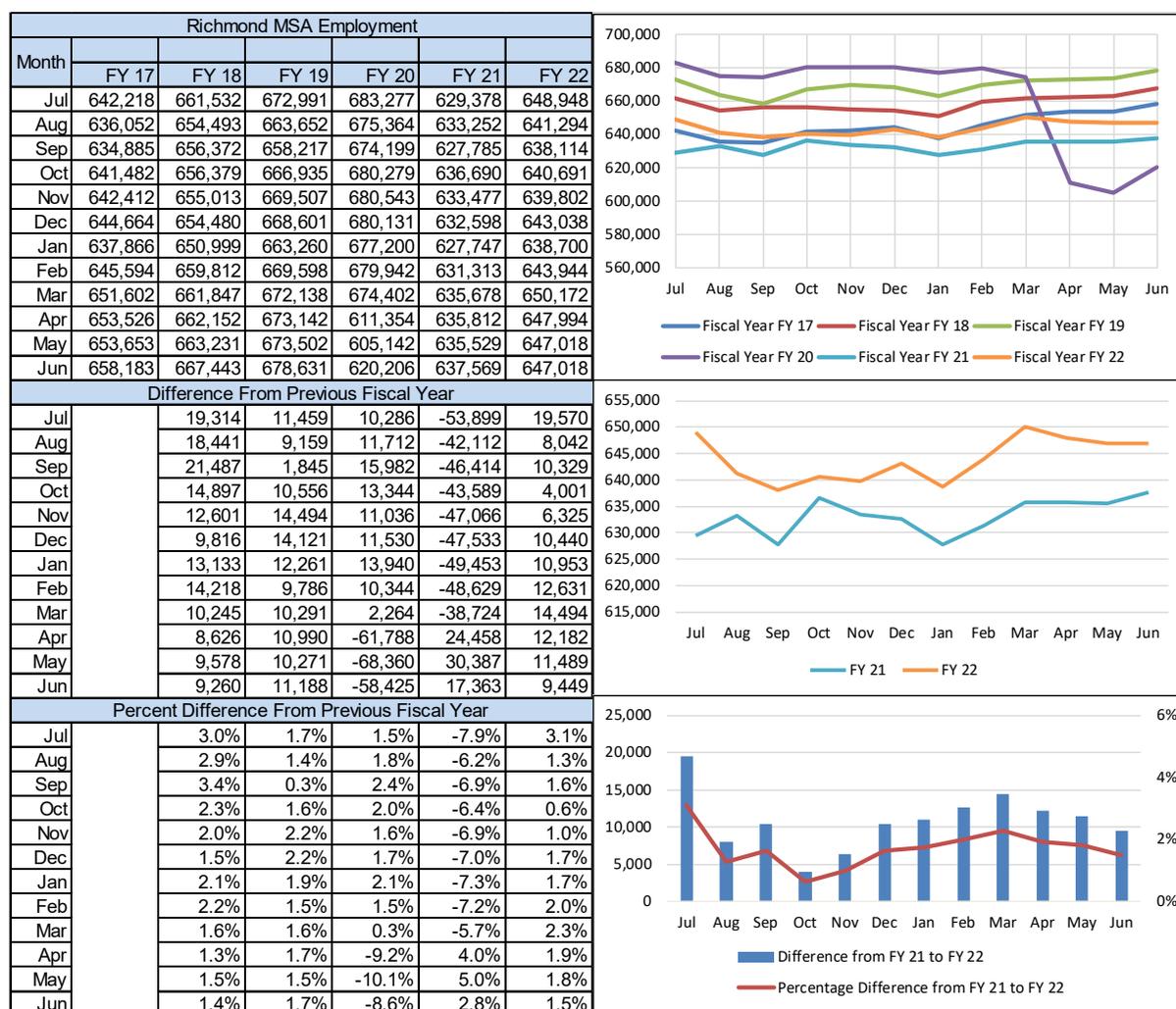


## 9.0 EMPLOYMENT TRENDS

- Prior to the COVID-19 pandemic, employment in the Richmond Metropolitan Area grew consistently for over 5 years.
- The Richmond Metropolitan Area’s lowest month of employment in FY21 was January 2021, when there were about 613,200 jobs.
- Employment in the most recent month (June 2022) was about 647,000 which is 4.7% lower than the employment in the last June before the pandemic (June 2019), observing an increase from June 2021 which recorded employment 7.1% lower than June 2019.

Table 9-1 shows the monthly employment for the Richmond MSA from FY17 to FY22.

**Table 9-1: Richmond MSA Employment Analysis**

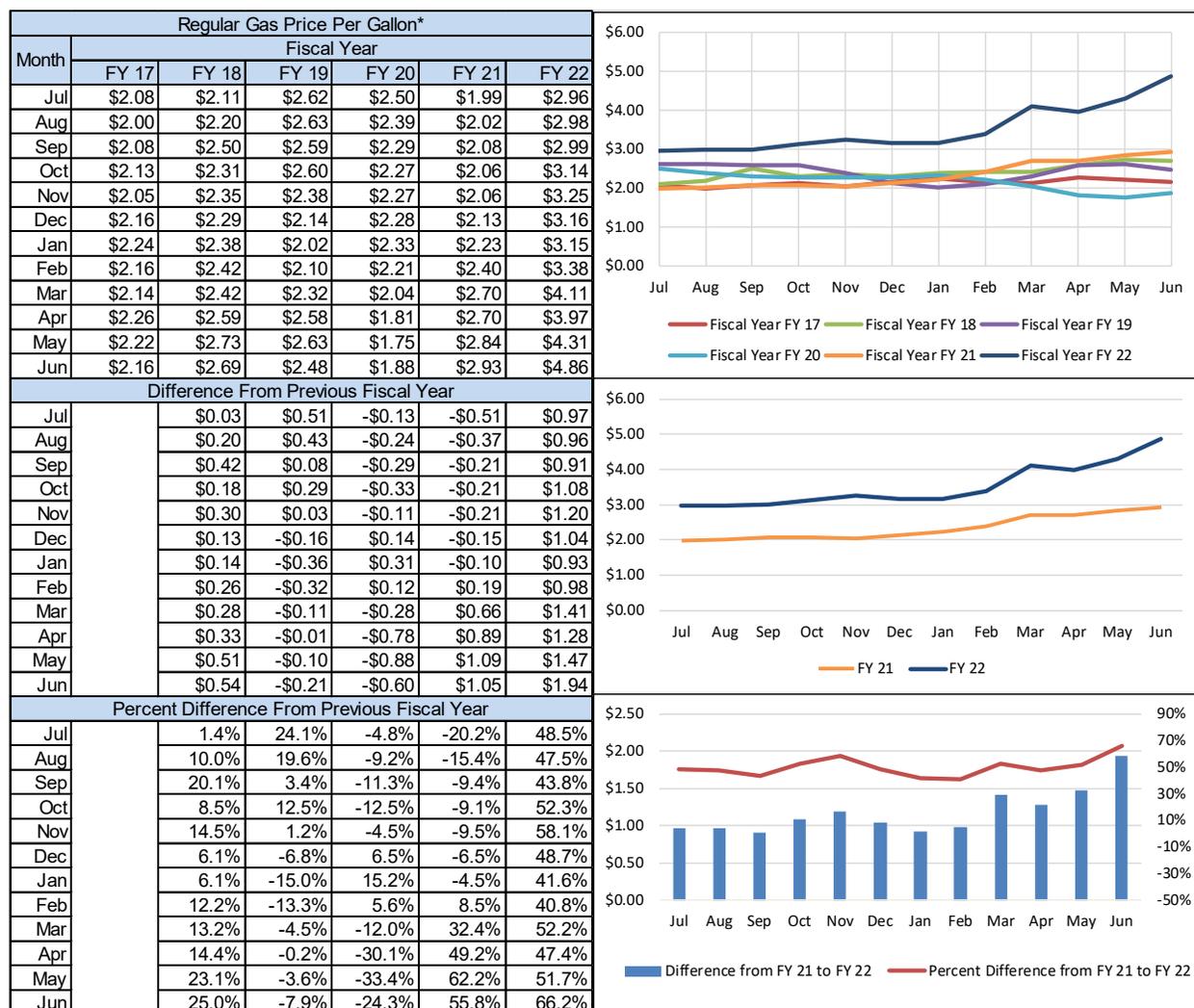


## 10.0 GAS PRICE TRENDS

- FY2022 has been marked with large increases in gas prices, with average prices between \$2.96 and \$4.86 per gallon.
- The last six months of FY2022 have seen a historic surge with gas prices being at \$4.86 – an all-time high.
- More data into the year 2022 may indicate impacts of high gas prices on traffic volumes and patterns. Gas prices have increased significantly in the last four months of FY22, but this does not appear to have discouraged traffic as drastically as the fluctuations in the COVID-19 pandemic have had a greater impact on traffic trends.

Table 10-1 shows the average monthly gas price in the Lower Atlantic area from FY17 to FY22.

**Table 10-1: Gasoline Price Analysis**



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

Source: US Energy Information Administration

### 11.0 FY22 ACTUAL TO FY23 FORECASTS

- Traffic results from Stantec's FY23 forecast range from -1.3% to +6.7% than the actual FY22. Toll revenue results from Stantec's FY23 forecast are 7.6% to 15.5% higher than the actual FY22 toll revenue.
- Boulevard Bridge has outperformed the forecast the most by 6.7% and 15.5%, in terms of transactions and revenue, respectively.
- The FY23 average toll rate is expected to vary by 4% from FY22.

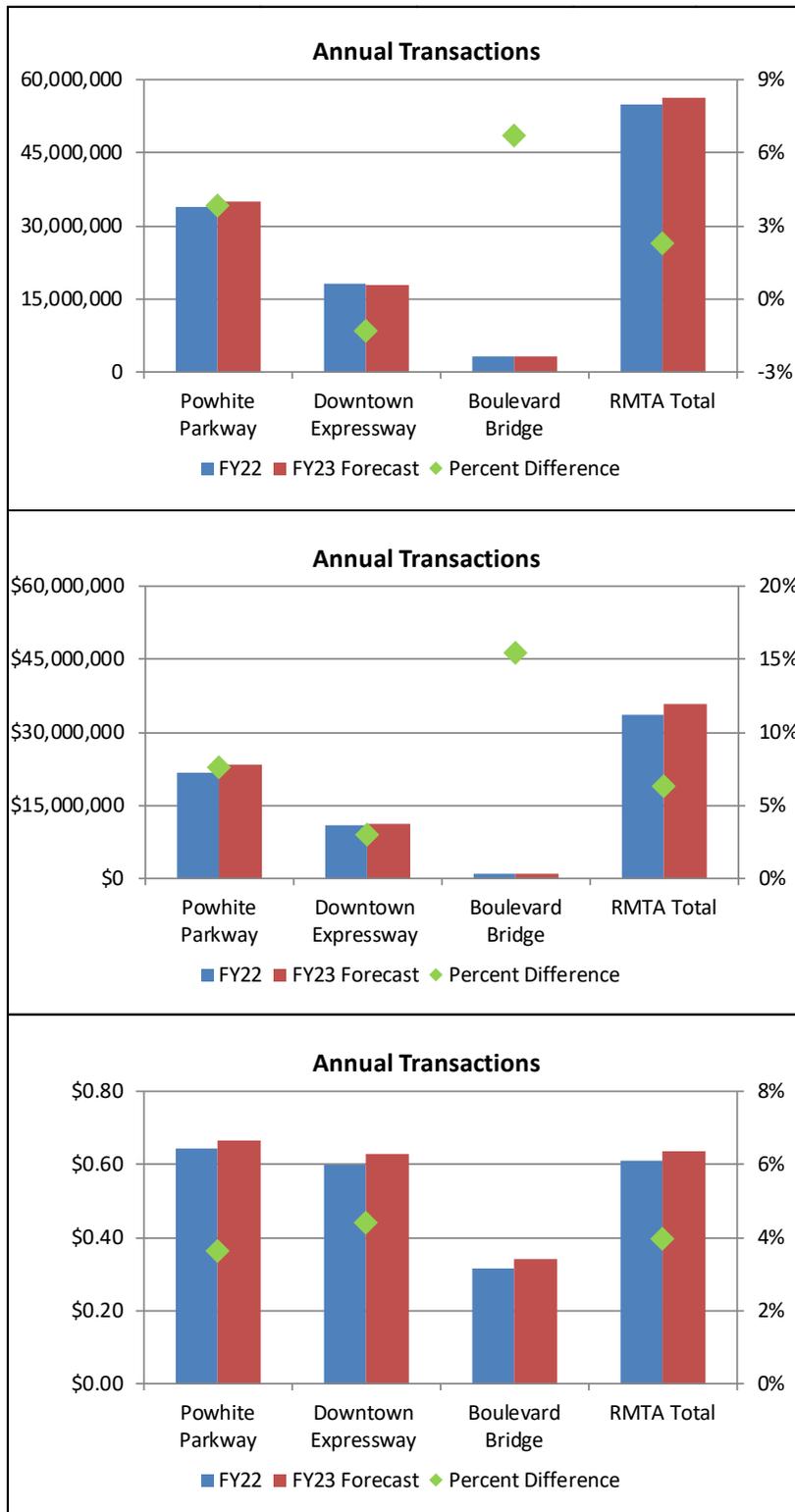
Table 11-1 and Figure 11-1 compare the annual FY22 actual transactions, revenue, and average toll rate to the FY23 forecast for each facility and the RMTA system. Table 11-2 compares the monthly FY22 actual transactions and revenue to the FY23 forecast for the RMTA system and the Powhite Parkway. Table 11-3 compares the monthly FY22 actual transactions and revenue to the FY23 forecast for the Downtown Expressway and Boulevard Bridge.

**Table 11-1: Transactions, Revenue and Average Toll, FY 2022 vs FY 2023 Forecast**

FY22 to FY23 Forecast				
Facility	FY22	FY23 Forecast	Difference	
			Absolute	Percent
Transactions				
Powhite Parkway	33,804,764	35,100,000	1,295,236	3.8%
Downtown Expressway	18,103,616	17,865,000	-238,616	-1.3%
Boulevard Bridge	3,101,684	3,310,000	208,316	6.7%
RMTA Total	55,010,064	56,275,000	1,264,936	2.3%
Toll Revenue				
Powhite Parkway	\$21,731,763	\$23,386,000	\$1,654,237	7.6%
Downtown Expressway	\$10,870,442	\$11,202,000	\$331,558	3.1%
Boulevard Bridge	\$981,071	\$1,133,000	\$151,929	15.5%
RMTA Total	\$33,583,276	\$35,721,000	\$2,137,724	6.4%
Average Toll				
Powhite Parkway	\$0.643	\$0.666	\$0.0234	3.6%
Downtown Expressway	\$0.600	\$0.627	\$0.0266	4.4%
Boulevard Bridge	\$0.316	\$0.342	\$0.0260	8.2%
RMTA Total	\$0.610	\$0.635	\$0.0243	4.0%



Figure 11-1: Transactions, Revenue and Average Toll, FY 2022 vs FY 2023 Forecast



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**Table 11-2: Monthly Transactions and Revenue for the RMTA System and Powhite Parkway, FY22 vs FY23 Forecast**

RMTA Total				
Month	FY22	FY 23 Forecast	Growth	
			Absolute	Percent
<b>Transactions</b>				
Jul	4,646,302	4,699,000	52,698	1.1%
Aug	4,632,995	4,757,000	124,005	2.7%
Sep	4,637,356	4,621,000	-16,356	-0.4%
Oct	4,856,683	4,993,000	136,317	2.8%
Nov	4,564,215	4,474,000	-90,215	-2.0%
Dec	4,597,140	4,485,000	-112,140	-2.4%
Jan	3,899,202	4,485,000	585,798	15.0%
Feb	4,129,574	4,406,000	276,426	6.7%
Mar	4,839,495	4,880,000	40,505	0.8%
Apr	4,725,524	4,776,000	50,476	1.1%
May	4,773,455	4,985,000	211,545	4.4%
Jun	4,708,123	4,714,000	5,877	0.1%
<b>Total</b>	<b>55,010,064</b>	<b>56,275,000</b>	<b>1,264,936</b>	<b>2.3%</b>
<b>Toll Revenue</b>				
Jul	\$2,815,843	\$2,986,000	\$170,157	6.0%
Aug	\$2,806,276	\$3,020,000	\$213,724	7.6%
Sep	\$2,830,514	\$2,932,000	\$101,486	3.6%
Oct	\$2,970,347	\$3,171,000	\$200,653	6.8%
Nov	\$2,709,555	\$2,840,000	\$130,445	4.8%
Dec	\$2,897,532	\$2,848,000	-\$49,532	-1.7%
Jan	\$2,319,562	\$2,843,000	\$523,438	22.6%
Feb	\$2,807,558	\$2,797,000	-\$10,558	-0.4%
Mar	\$2,866,923	\$3,100,000	\$233,077	8.1%
Apr	\$2,751,219	\$3,029,000	\$277,781	10.1%
May	\$2,874,823	\$3,163,000	\$288,177	10.0%
Jun	\$2,933,124	\$2,992,000	\$58,876	2.0%
<b>Total</b>	<b>\$33,583,276</b>	<b>\$35,721,000</b>	<b>\$2,137,724</b>	<b>6.4%</b>
<b>Powhite Parkway</b>				
Month	FY22	FY 23 Forecast	Growth	
			Absolute	Percent
<b>Transactions</b>				
Jul	2,900,557	2,940,000	39,443	1.4%
Aug	2,876,970	2,954,000	77,030	2.7%
Sep	2,867,717	2,865,000	-2,717	-0.1%
Oct	2,998,783	3,082,000	83,217	2.8%
Nov	2,839,782	2,827,000	-12,782	-0.5%
Dec	2,873,068	2,846,000	-27,068	-0.9%
Jan	2,464,504	2,848,000	383,496	15.6%
Feb	2,520,938	2,756,000	235,062	9.3%
Mar	2,912,259	3,021,000	108,741	3.7%
Apr	2,841,626	2,945,000	103,374	3.6%
May	2,871,582	3,090,000	218,418	7.6%
Jun	2,836,978	2,926,000	89,022	3.1%
<b>Total</b>	<b>33,804,764</b>	<b>35,100,000</b>	<b>1,295,236</b>	<b>3.8%</b>
<b>Toll Revenue</b>				
Jul	\$1,851,385	\$1,963,000	\$111,615	6.0%
Aug	\$1,835,867	\$1,971,000	\$135,133	7.4%
Sep	\$1,831,343	\$1,911,000	\$79,657	4.3%
Oct	\$1,917,734	\$2,054,000	\$136,266	7.1%
Nov	\$1,729,913	\$1,875,000	\$145,087	8.4%
Dec	\$1,912,303	\$1,891,000	-\$21,303	-1.1%
Jan	\$1,529,757	\$1,893,000	\$363,243	23.7%
Feb	\$1,819,101	\$1,834,000	\$14,899	0.8%
Mar	\$1,830,902	\$2,016,000	\$185,098	10.1%
Apr	\$1,755,638	\$1,965,000	\$209,362	11.9%
May	\$1,835,391	\$2,061,000	\$225,609	12.3%
Jun	\$1,882,429	\$1,952,000	\$69,571	3.7%
<b>Total</b>	<b>\$21,731,763</b>	<b>\$23,386,000</b>	<b>\$1,654,237</b>	<b>7.6%</b>



**Table 11-3: Monthly Transactions and Revenue for the Downtown Expressway and Boulevard Bridge, FY22 vs FY23 Forecast**

Downtown Expressway				
Month	FY22	FY 23 Forecast	Growth	
			Absolute	Percent
Transactions				
Jul	1,476,101	1,479,000	2,899	0.2%
Aug	1,484,307	1,522,000	37,693	2.5%
Sep	1,499,461	1,478,000	-21,461	-1.4%
Oct	1,573,260	1,621,000	47,740	3.0%
Nov	1,480,718	1,386,000	-94,718	-6.4%
Dec	1,466,408	1,384,000	-82,408	-5.6%
Jan	1,253,736	1,376,000	122,264	9.8%
Feb	1,382,145	1,392,000	9,855	0.7%
Mar	1,654,976	1,579,000	-75,976	-4.6%
Apr	1,612,541	1,549,000	-63,541	-3.9%
May	1,628,802	1,596,000	-32,802	-2.0%
Jun	1,591,161	1,503,000	-88,161	-5.5%
Total	18,103,616	17,865,000	-238,616	-1.3%
Toll Revenue				
Jul	\$869,703	\$927,000	\$57,297	6.6%
Aug	\$883,312	\$953,000	\$69,688	7.9%
Sep	\$912,223	\$926,000	\$13,777	1.5%
Oct	\$960,965	\$1,017,000	\$56,035	5.8%
Nov	\$903,335	\$875,000	-\$28,335	-3.1%
Dec	\$901,254	\$870,000	-\$31,254	-3.5%
Jan	\$735,908	\$861,000	\$125,092	17.0%
Feb	\$911,312	\$875,000	-\$36,312	-4.0%
Mar	\$957,285	\$988,000	\$30,715	3.2%
Apr	\$916,192	\$968,000	\$51,808	5.7%
May	\$953,385	\$1,000,000	\$46,615	4.9%
Jun	\$965,568	\$942,000	-\$23,568	-2.4%
Total	\$10,870,442	\$11,202,000	\$331,558	3.1%
Boulevard Bridge				
Month	FY22	FY 23 Forecast	Growth	
			Absolute	Percent
Transactions				
Jul	269,644	280,000	10,356	3.8%
Aug	271,718	281,000	9,282	3.4%
Sep	270,178	278,000	7,822	2.9%
Oct	284,640	290,000	5,360	1.9%
Nov	243,715	261,000	17,285	7.1%
Dec	257,664	255,000	-2,664	-1.0%
Jan	180,962	261,000	80,038	44.2%
Feb	226,491	258,000	31,509	13.9%
Mar	272,260	280,000	7,740	2.8%
Apr	271,357	282,000	10,643	3.9%
May	273,071	299,000	25,929	9.5%
Jun	279,984	285,000	5,016	1.8%
Total	3,101,684	3,310,000	208,316	6.7%
Toll Revenue				
Jul	\$94,755	\$96,000	\$1,245	1.3%
Aug	\$87,097	\$96,000	\$8,903	10.2%
Sep	\$86,948	\$95,000	\$8,052	9.3%
Oct	\$91,648	\$100,000	\$8,352	9.1%
Nov	\$76,307	\$90,000	\$13,693	17.9%
Dec	\$83,975	\$87,000	\$3,025	3.6%
Jan	\$53,897	\$89,000	\$35,103	65.1%
Feb	\$77,145	\$88,000	\$10,855	14.1%
Mar	\$78,736	\$96,000	\$17,264	21.9%
Apr	\$79,389	\$96,000	\$16,611	20.9%
May	\$86,047	\$102,000	\$15,953	18.5%
Jun	\$85,127	\$98,000	\$12,873	15.1%
Total	\$981,071	\$1,133,000	\$151,929	15.5%



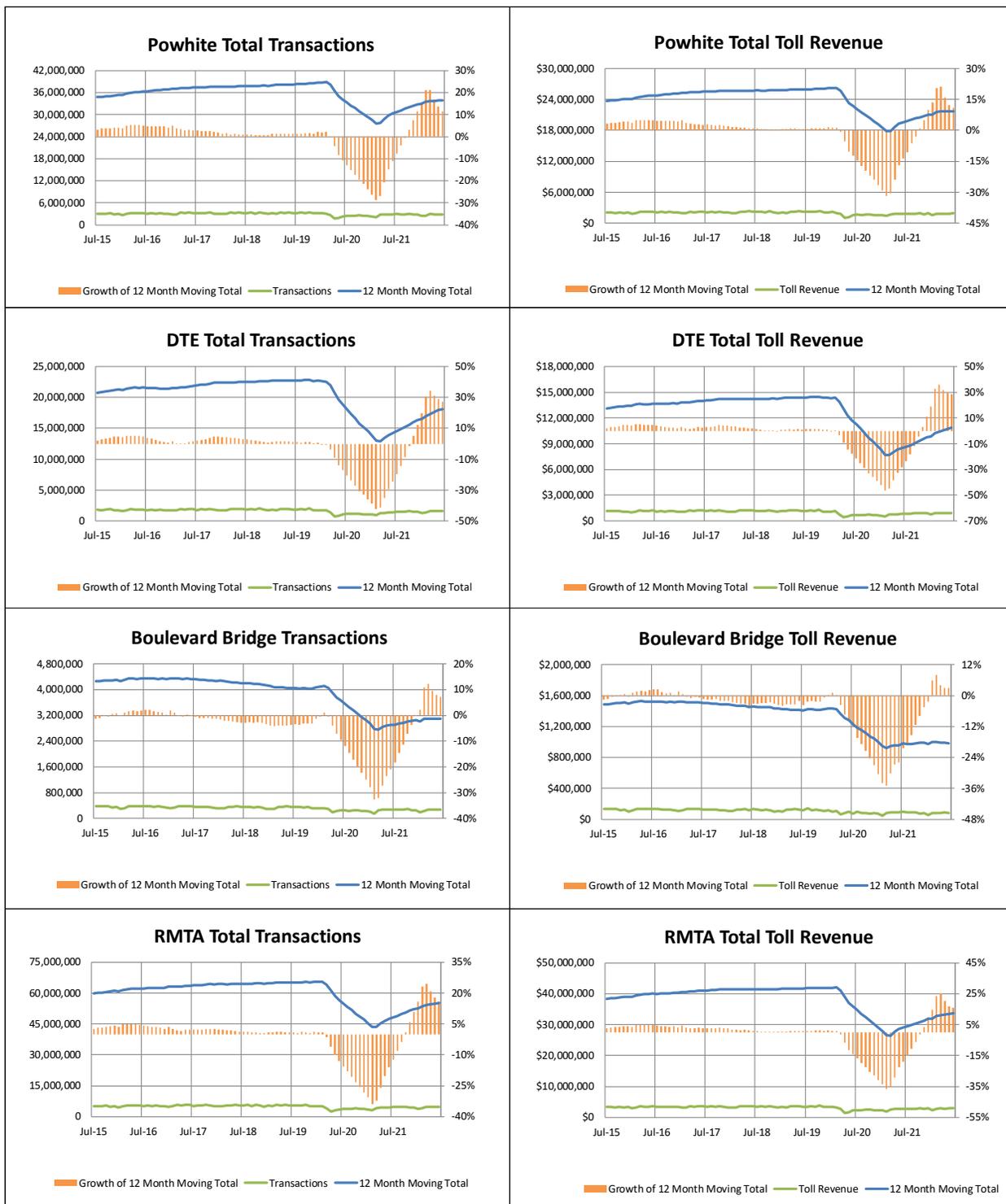
## 12.0 TRENDS BY FACILITY

### 12.1 T&R GROWTH TRENDS BY ALL FACILITIES

In this section, the long-term and short-term historical transactions and toll revenue by facility are provided. On the graphs on the following pages, the 12-month moving total is charted for each facility as well as the annualized percent change of that moving total. These two items allow for the review of growth by facility. The decreases in traffic due to the COVID-19 pandemic are the first on the Powhite Parkway and Downtown Expressway since the Great Recession about ten years ago. The Boulevard Bridge's traffic has been decreasing steadily since about July 2017, although it had one month of year-over-year traffic growth in February 2020, right before the COVID-19 pandemic impacted the Richmond area. The greatest 12-month decrease in traffic and revenue occurred from March 2020 to February 2021, in which traffic decreased by 31.7% and revenue decreased by 36.8% from the previous year (March 2019 to February 2020). Figure 12-1 shows the traffic and revenue growth trends for each facility and the RMTA system as a whole from July 2015 through June 2022. As can be seen, there was substantial recovery from the COVID-19 pandemic, but traffic still remains below 2019 levels.



Figure 12-1: Traffic and Revenue Growth Trends for All Facilities



## 12.2 RMTA T&R TRENDS

Table 12-1: Transactions by Payment Type and Day of Week, FY17-FY22, RMTA System

RMTA Total: Transactions by Payment Type by Day of Week for FY2017 to FY2022									
Year	Cash	ETC *	Non-Rev	Violations	ISF**	Total			
2017									
Mon	49,057	123,799	1,290	4,752	138	179,036			
Tue	52,401	138,542	1,480	5,317	159	197,899			
Wed	53,446	140,464	1,504	5,481	167	201,062			
Thu	54,625	140,844	1,469	5,617	171	202,726			
Fri	59,419	136,080	1,373	5,891	184	202,946			
Sat	48,402	75,543	714	4,757	131	129,547			
Sun	38,333	62,385	630	3,555	95	104,997			
Avg Weekday	53,811	135,946	1,423	5,413	164	196,758			
Avg Weekend	43,367	68,964	672	4,156	113	117,272			
Avg Day	50,835	116,861	1,209	5,055	149	174,110	Growth from previous FY		
2018							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	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	Total
Mon	33,788	120,992	1,267	8,524	117	164,687	-20.7%	-9.7%	-10.3%
Tue	34,826	128,298	1,395	9,279	118	173,918	-22.8%	-12.7%	-13.1%
Wed	35,007	127,561	1,464	9,325	119	173,476	-24.1%	-14.2%	-14.5%
Thu	35,620	127,645	1,430	9,568	122	174,385	-24.4%	-15.5%	-15.7%
Fri	39,471	128,569	1,314	10,271	138	179,762	-23.2%	-12.9%	-13.6%
Sat	32,690	76,181	642	8,696	103	118,312	-23.4%	-11.6%	-13.2%
Sun	25,642	63,040	531	6,955	71	96,239	-22.5%	-8.6%	-11.2%
Avg Weekday	35,731	126,598	1,374	9,390	123	173,215	-23.1%	-13.1%	-13.5%
Avg Weekend	29,166	69,611	586	7,826	87	107,275	-22.9%	-10.2%	-12.2%
Avg Day	33,866	110,405	1,150	8,945	112	154,478	-23.0%	-12.4%	-13.1%
2021							Cash	ETC	Total
Mon	23,670	97,718	958	11,173	148	133,667	-29.9%	-19.2%	-18.8%
Tue	24,879	106,388	1,093	11,825	156	144,341	-28.6%	-17.1%	-17.0%
Wed	25,335	107,760	1,092	12,154	162	146,503	-27.6%	-15.5%	-15.5%
Thu	25,142	104,882	1,042	11,970	156	143,191	-29.4%	-17.8%	-17.9%
Fri	27,224	104,813	956	12,962	165	146,119	-31.0%	-18.5%	-18.7%
Sat	24,462	72,048	530	11,484	150	108,673	-25.2%	-5.4%	-8.1%
Sun	19,329	58,025	478	9,125	123	87,079	-24.6%	-8.0%	-9.5%
Avg Weekday	25,250	104,325	1,028	12,017	158	142,779	-29.3%	-17.6%	-17.6%
Avg Weekend	21,895	65,036	504	10,305	136	97,876	-24.9%	-6.6%	-8.8%
Avg Day	24,294	93,130	879	11,529	152	129,985	-28.3%	-15.6%	-15.9%
2022							Cash	ETC	Total
Mon	15,391	71,019	611	6,510	124	93,655	-35.0%	-27.3%	-29.9%
Tue	16,167	78,587	695	6,802	139	102,390	-35.0%	-26.1%	-29.1%
Wed	16,484	80,359	706	6,995	144	104,689	-34.9%	-25.4%	-28.5%
Thu	16,691	79,148	687	7,024	148	103,698	-33.6%	-24.5%	-27.6%
Fri	18,605	78,414	618	7,843	158	105,637	-31.7%	-25.2%	-27.7%
Sat	16,141	53,374	295	6,451	120	76,381	-34.0%	-25.9%	-29.7%
Sun	12,844	43,343	256	5,112	93	61,648	-33.5%	-25.3%	-29.2%
Avg Weekday	25,358	126,047	1,136	13,677	230	166,448	0.4%	20.8%	16.6%
Avg Weekend	21,592	77,405	511	11,533	181	111,222	-1.4%	19.0%	13.6%
Avg Day	24,285	112,187	958	13,066	216	150,713	0.0%	20.5%	15.9%



**Table 12-2: Historical Traffic by Payment Type, RMTA System**

RMTA Total: Historical Traffic by Payment Type									
FY	Cash	ETC *	Non-Rev	Violations	ISF**	Total	% ETC *	% Cash	% Viol
2016	19,569,321	40,472,616	451,060	1,691,787	70,085	62,254,869	65.0%	31.4%	2.7%
2017	18,554,882	42,654,178	441,292	1,845,142	54,527	63,550,021	67.1%	29.2%	2.9%
2018	17,329,072	44,646,593	423,601	1,897,560	50,817	64,347,642	69.4%	26.9%	2.9%
2019	16,054,158	46,006,416	423,212	2,386,647	50,675	64,921,108	70.9%	24.7%	3.7%
2020	12,394,881	40,408,171	420,877	3,273,987	41,158	56,539,074	71.5%	21.9%	5.8%
2021	8,867,430	33,992,631	320,793	4,208,206	55,302	47,444,362	71.6%	18.7%	8.9%
2022	8,863,918	40,948,281	349,795	4,769,075	78,995	55,010,064	74.4%	16.1%	8.7%
Growth							% Point Growth		
2016 to 2017	-5.2%	5.4%	-2.2%	9.1%	-22.2%	2.1%	2.1%	-2.2%	0.2%
2017 to 2018	-6.6%	4.7%	-4.0%	2.8%	-6.8%	1.3%	2.3%	-2.3%	0.0%
2018 to 2019	-7.4%	3.0%	-0.1%	25.8%	-0.3%	0.9%	1.5%	-2.2%	0.7%
2019 to 2020	-22.8%	-12.2%	-0.6%	37.2%	-18.8%	-12.9%	0.6%	-2.8%	2.1%
2020 to 2021	-28.5%	-15.9%	-23.8%	28.5%	34.4%	-16.1%	0.2%	-3.2%	3.1%
2021 to 2022	0.0%	20.5%	9.0%	13.3%	42.8%	15.9%	2.8%	-2.6%	-0.2%

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

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

**Figure 12-2: Annual Growth Rates by Day of Week, RMTA System**

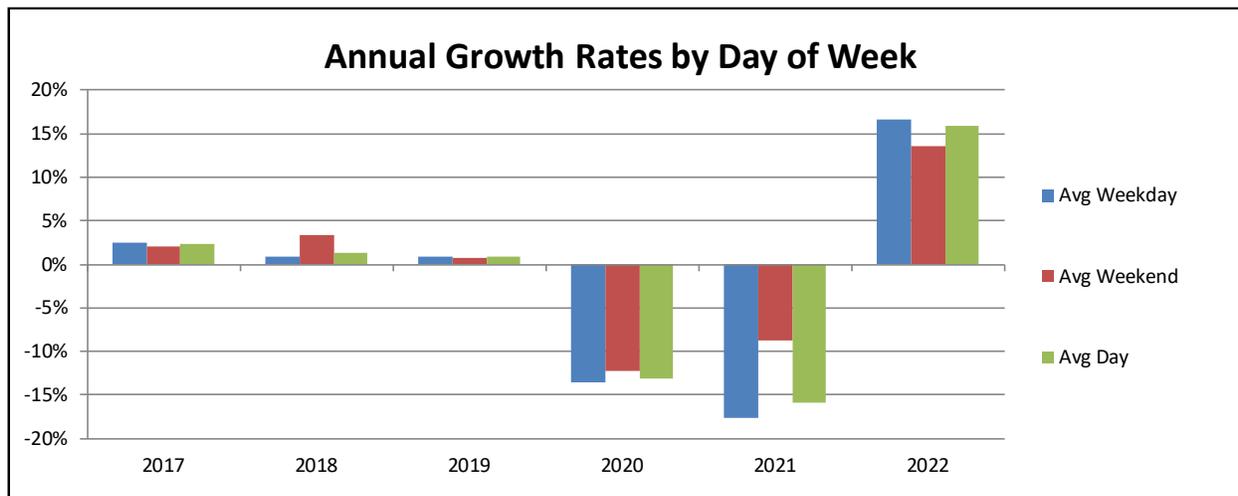
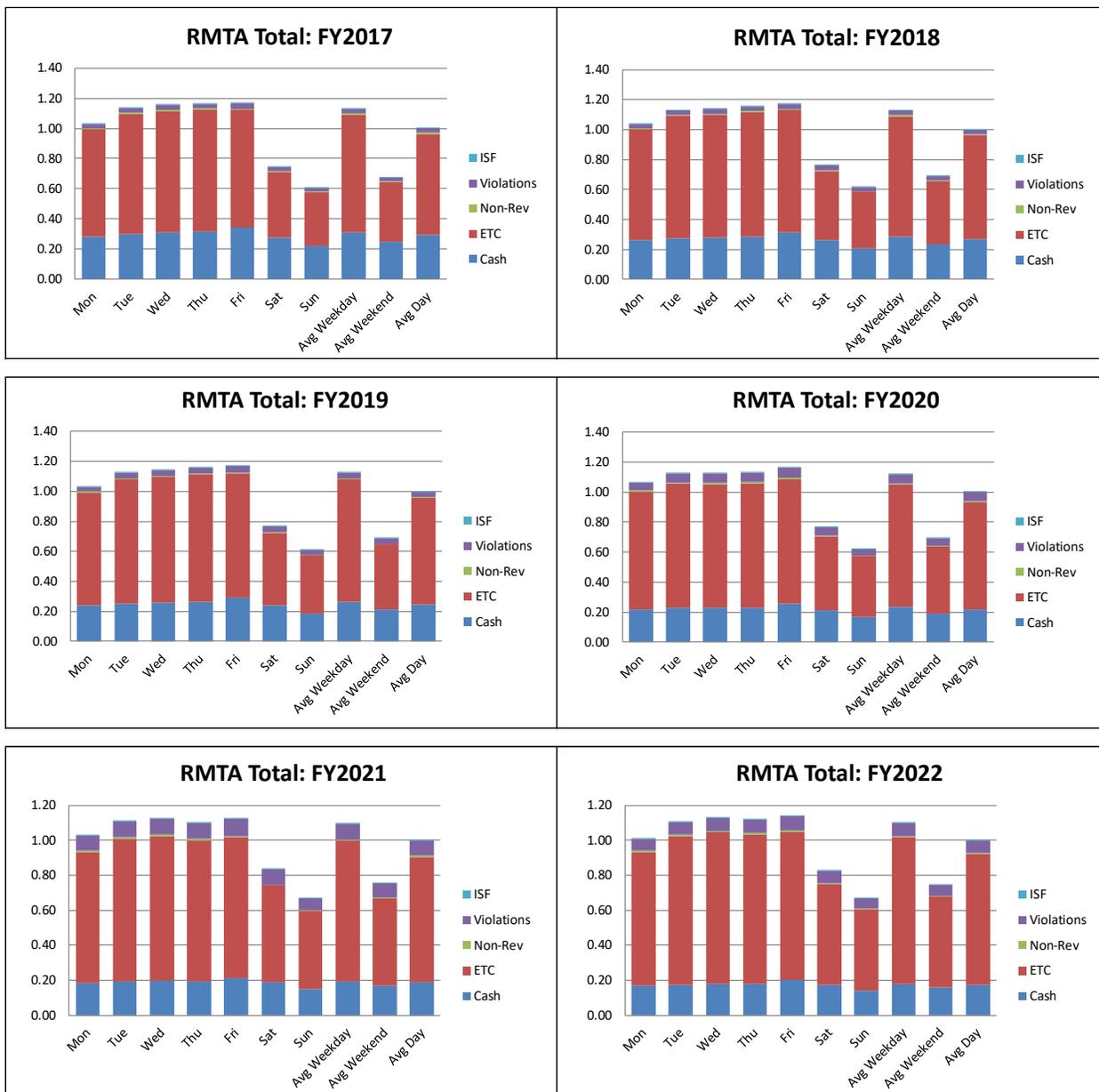


Figure 12-3: Day of Week by Payment Type by Fiscal Year, RMTA System



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Figure 12-4: Day of Week by Payment Type by Fiscal Year, RMTA System (continued)

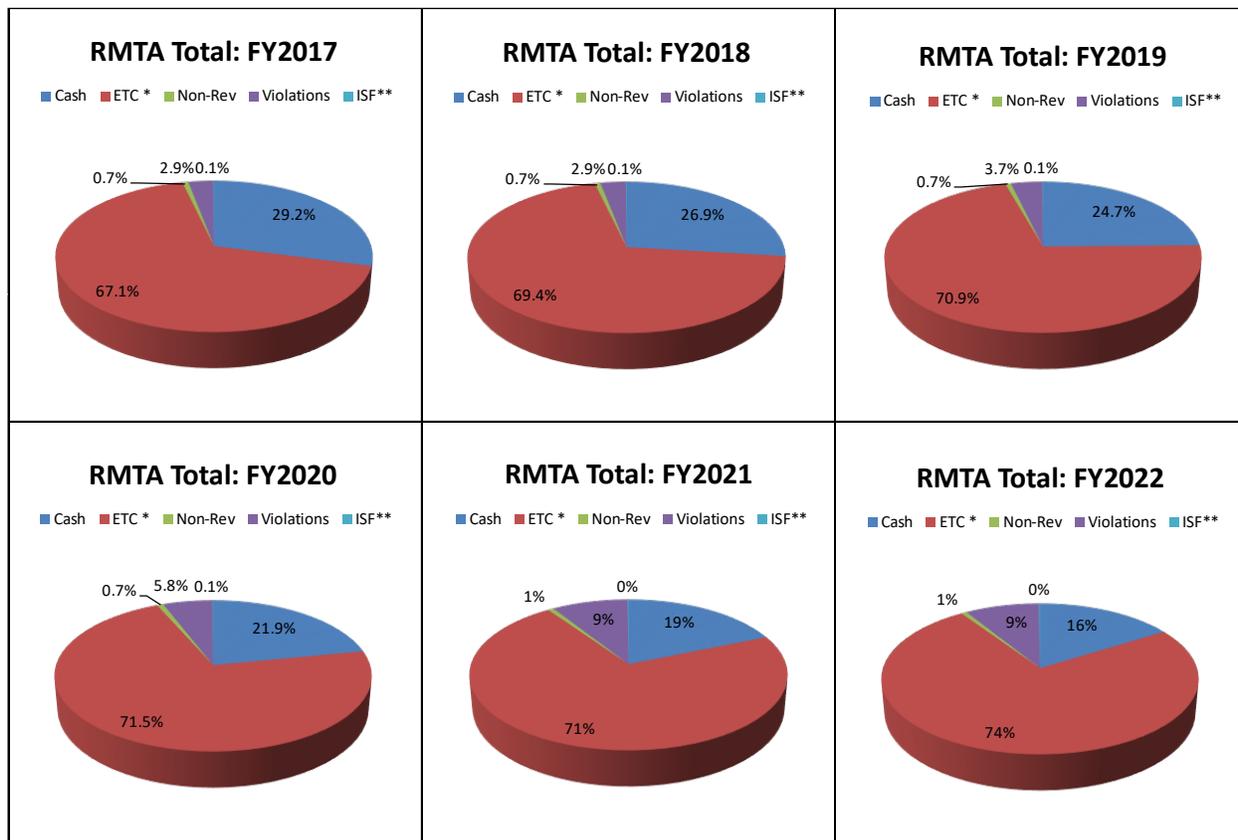
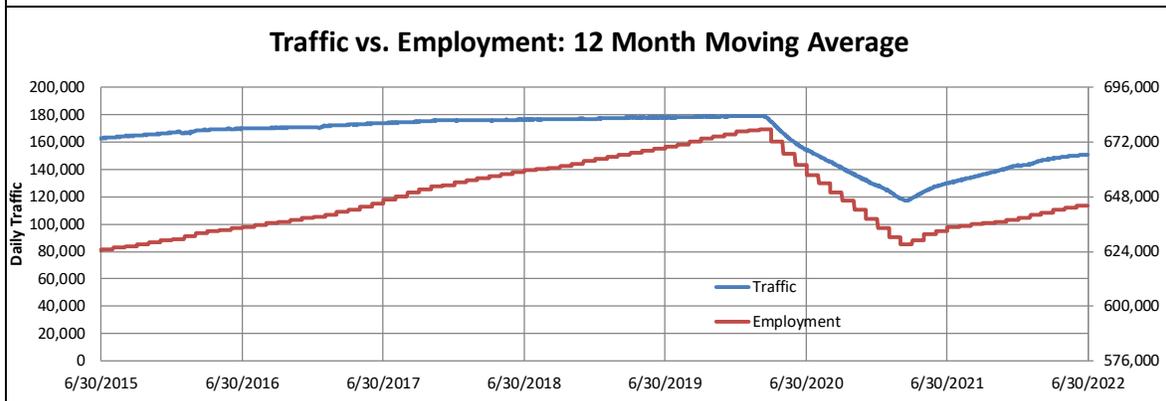
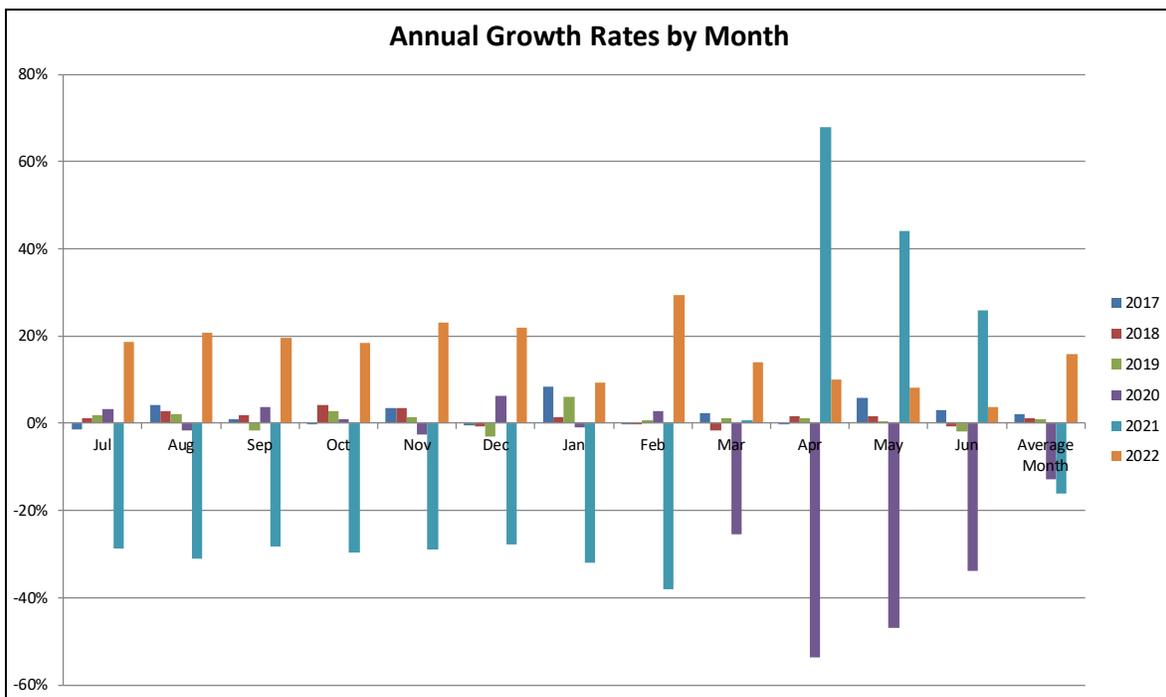
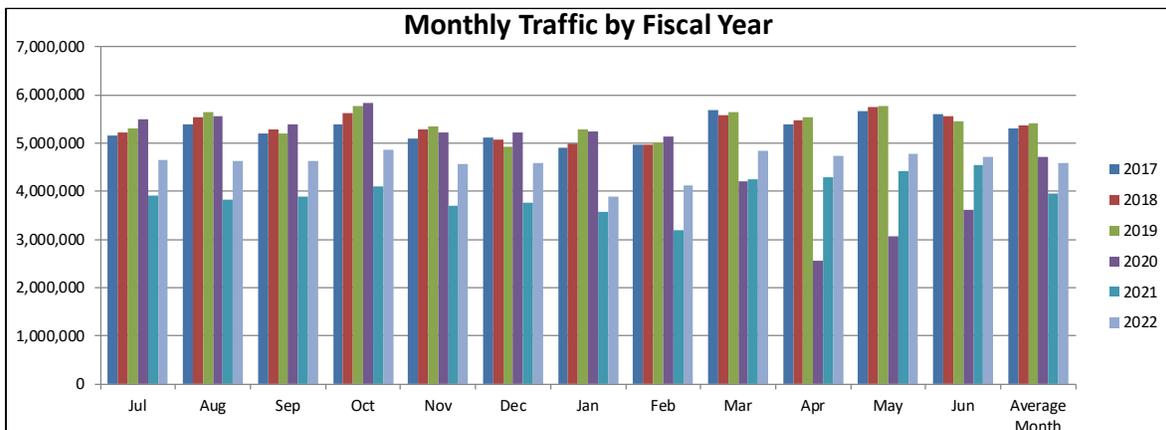


Table 12-3: Historical Traffic by Month and Fiscal Year, RMTA System

Month	2017		2018		2019		2020		2021		2022
	Traffic	Growth	Traffic								
Jul	5,159,243	1.2%	5,221,140	1.8%	5,313,472	3.3%	5,491,252	-28.7%	3,914,188	18.7%	4,646,302
Aug	5,382,898	2.8%	5,534,604	2.1%	5,653,024	-1.7%	5,558,016	-31.0%	3,835,798	20.8%	4,632,995
Sep	5,194,027	1.9%	5,293,760	-1.7%	5,202,557	3.8%	5,398,620	-28.1%	3,878,919	19.6%	4,637,356
Oct	5,394,531	4.3%	5,625,416	2.7%	5,778,478	1.0%	5,834,594	-29.7%	4,099,734	18.5%	4,856,683
Nov	5,098,040	3.6%	5,281,771	1.3%	5,352,014	-2.6%	5,213,349	-28.9%	3,705,849	23.2%	4,564,215
Dec	5,112,595	-0.7%	5,075,347	-3.0%	4,922,529	6.2%	5,229,471	-27.9%	3,772,777	21.9%	4,597,140
Jan	4,909,911	1.5%	4,982,501	6.0%	5,281,378	-0.9%	5,232,713	-31.9%	3,563,483	9.4%	3,899,202
Feb	4,974,209	0.0%	4,973,483	0.6%	5,005,612	2.8%	5,144,438	-38.0%	3,190,136	29.4%	4,129,574
Mar	5,685,501	-1.7%	5,587,466	1.2%	5,651,859	-25.5%	4,213,316	0.7%	4,242,513	14.1%	4,839,495
Apr	5,381,423	1.7%	5,470,524	1.1%	5,530,962	-53.8%	2,556,907	67.9%	4,291,817	10.1%	4,725,524
May	5,653,827	1.6%	5,742,443	0.5%	5,771,823	-47.0%	3,061,462	44.1%	4,411,822	8.2%	4,773,455
Jun	5,603,816	-0.8%	5,559,188	-1.8%	5,457,400	-33.9%	3,604,936	25.9%	4,537,326	3.8%	4,708,123
Total	63,550,021	1.3%	64,347,642	0.9%	64,921,108	-12.9%	56,539,074	-16.1%	47,444,362	15.9%	55,010,064



Figure 12-5: Historical Monthly Traffic and Comparison to Employment, RMTA System



### 12.3 POWHITE PARKWAY T&R TRENDS

Table 12-4: Transactions by Payment Type and Day of Week, FY17-FY22, Powwhite Pkwy.

Powwhite Total: Transactions by Payment Type by Day of Week for FY2017 to FY2022									
Year	Cash	ETC *	Non-Rev	Violations	ISF**	Total			
2017									
Mon	29,785	71,848	736	2,512	83	104,963			
Tue	31,563	79,845	842	2,612	92	114,954			
Wed	32,108	80,910	844	2,691	98	116,650			
Thu	32,799	80,912	823	2,739	101	117,374			
Fri	35,670	78,937	758	3,015	106	118,486			
Sat	29,861	46,514	383	2,553	72	79,383			
Sun	23,745	38,154	340	1,969	53	64,261			
Avg Weekday	32,397	78,492	800	2,715	96	114,501			
Avg Weekend	26,803	42,334	361	2,261	62	71,822			
Avg Day	30,803	68,190	675	2,586	86	102,340			Growth from previous FY
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%
2021									
Mon	15,589	63,603	578	6,116	89	85,975	-25.2%	-12.7%	-13.3%
Tue	16,202	68,873	657	6,425	93	92,250	-24.1%	-9.9%	-11.2%
Wed	16,483	69,715	648	6,637	95	93,577	-23.0%	-8.8%	-10.0%
Thu	16,412	67,660	619	6,521	91	91,303	-24.4%	-10.7%	-12.0%
Fri	17,842	67,700	564	7,076	95	93,277	-26.1%	-12.1%	-13.4%
Sat	16,279	46,731	295	6,174	83	69,563	-20.6%	-1.1%	-4.8%
Sun	12,851	37,274	263	4,782	68	55,238	-19.7%	-5.2%	-7.3%
Avg Weekday	16,506	67,518	614	6,555	92	91,285	-24.6%	-10.8%	-11.9%
Avg Weekend	14,565	42,002	279	5,478	76	62,400	-20.2%	-2.9%	-5.9%
Avg Day	15,953	60,248	518	6,248	88	83,055	-23.5%	-9.4%	-10.7%
2022									
Mon	15,391	71,019	611	6,510	124	93,655	-1.3%	11.7%	8.9%
Tue	16,167	78,587	695	6,802	139	102,390	-0.2%	14.1%	11.0%
Wed	16,484	80,359	706	6,995	144	104,689	0.0%	15.3%	11.9%
Thu	16,691	79,148	687	7,024	148	103,698	1.7%	17.0%	13.6%
Fri	18,605	78,414	618	7,843	158	105,637	4.3%	15.8%	13.3%
Sat	16,141	53,374	295	6,451	120	76,381	-0.9%	14.2%	9.8%
Sun	12,844	43,343	256	5,112	93	61,648	-0.1%	16.3%	11.6%
Avg Weekday	16,668	77,512	663	7,035	143	102,020	1.0%	14.8%	11.8%
Avg Weekend	14,493	48,359	275	5,781	107	69,014	-0.5%	15.1%	10.6%
Avg Day	16,048	69,205	553	6,677	132	92,616	0.6%	14.9%	11.5%



**Table 12-5: Historical Traffic by Payment Type, Powhite Parkway**

Powhite Total: Historical Traffic by Payment Type									
FY	Cash	ETC *	Non-Rev	Violations	ISF**	Total	% ETC	% Cash	% Viol
2016	11,695,626	23,530,670	251,949	829,739	42,444	36,350,428	64.7%	32.2%	2.3%
2017	11,243,265	24,889,194	246,470	943,723	31,510	37,354,162	66.6%	30.1%	2.5%
2018	10,554,095	26,060,547	236,527	807,618	30,435	37,689,222	69.1%	28.0%	2.1%
2019	9,828,132	26,947,999	241,907	1,123,418	31,336	38,172,792	70.6%	25.7%	2.9%
2020	7,631,667	24,338,303	243,676	1,818,037	26,404	34,058,087	71.5%	22.4%	5.3%
2021	5,822,745	21,990,560	189,190	2,280,634	31,987	30,315,116	72.5%	19.2%	7.5%
2022	5,857,494	25,259,870	201,798	2,437,284	48,318	33,804,764	74.7%	17.3%	7.2%
Growth							% Point Growth		
2016 to 2017	-3.9%	5.8%	-2.2%	13.7%	-25.8%	2.8%	1.9%	-2.1%	0.2%
2017 to 2018	-6.1%	4.7%	-4.0%	-14.4%	-3.4%	0.9%	2.5%	-2.1%	-0.4%
2018 to 2019	-6.9%	3.4%	2.3%	39.1%	3.0%	1.3%	1.4%	-2.3%	0.8%
2019 to 2020	-22.3%	-9.7%	0.7%	61.8%	-15.7%	-10.8%	0.9%	-3.3%	2.4%
2020 to 2021	-23.7%	-9.6%	-22.4%	25.4%	21.1%	-11.0%	1.1%	-3.2%	2.2%
2021 to 2022	0.6%	14.9%	6.7%	6.9%	51.1%	11.5%	2.2%	-1.9%	-0.3%

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

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

**Figure 12-6: Annual Growth Rates by Day of Week, Powhite Parkway**

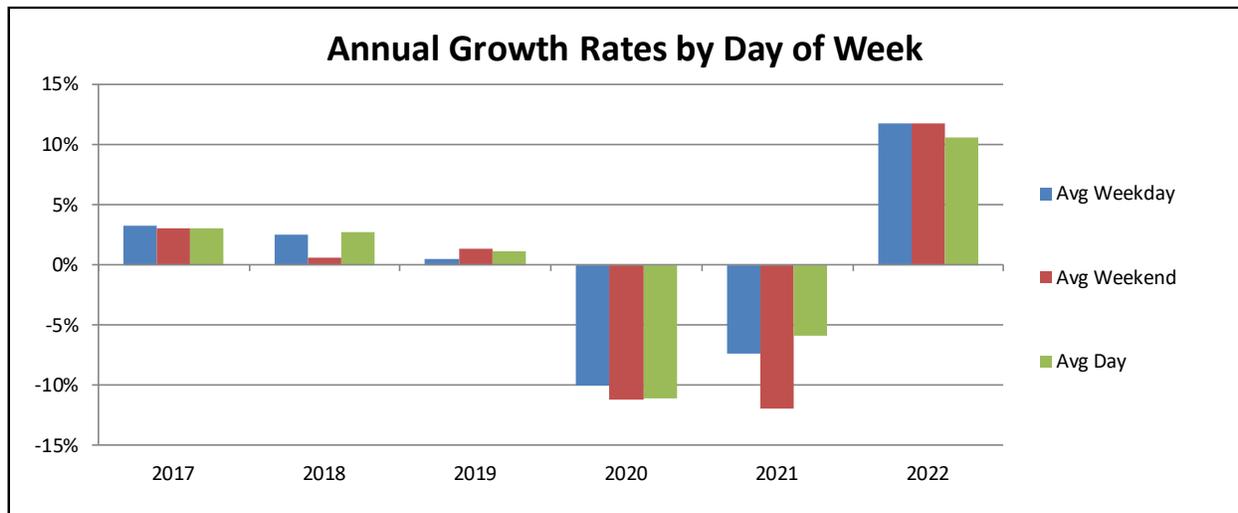
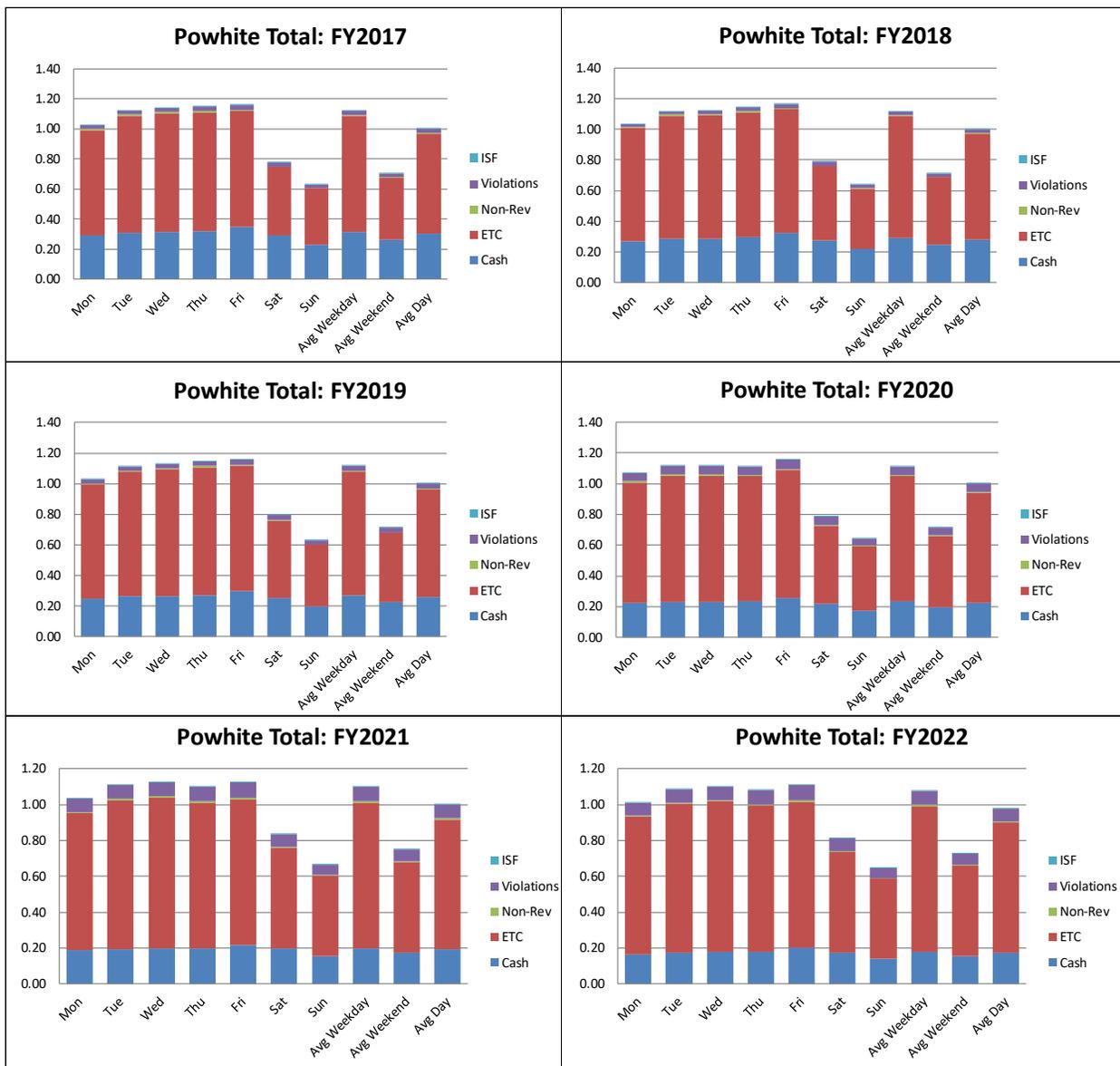
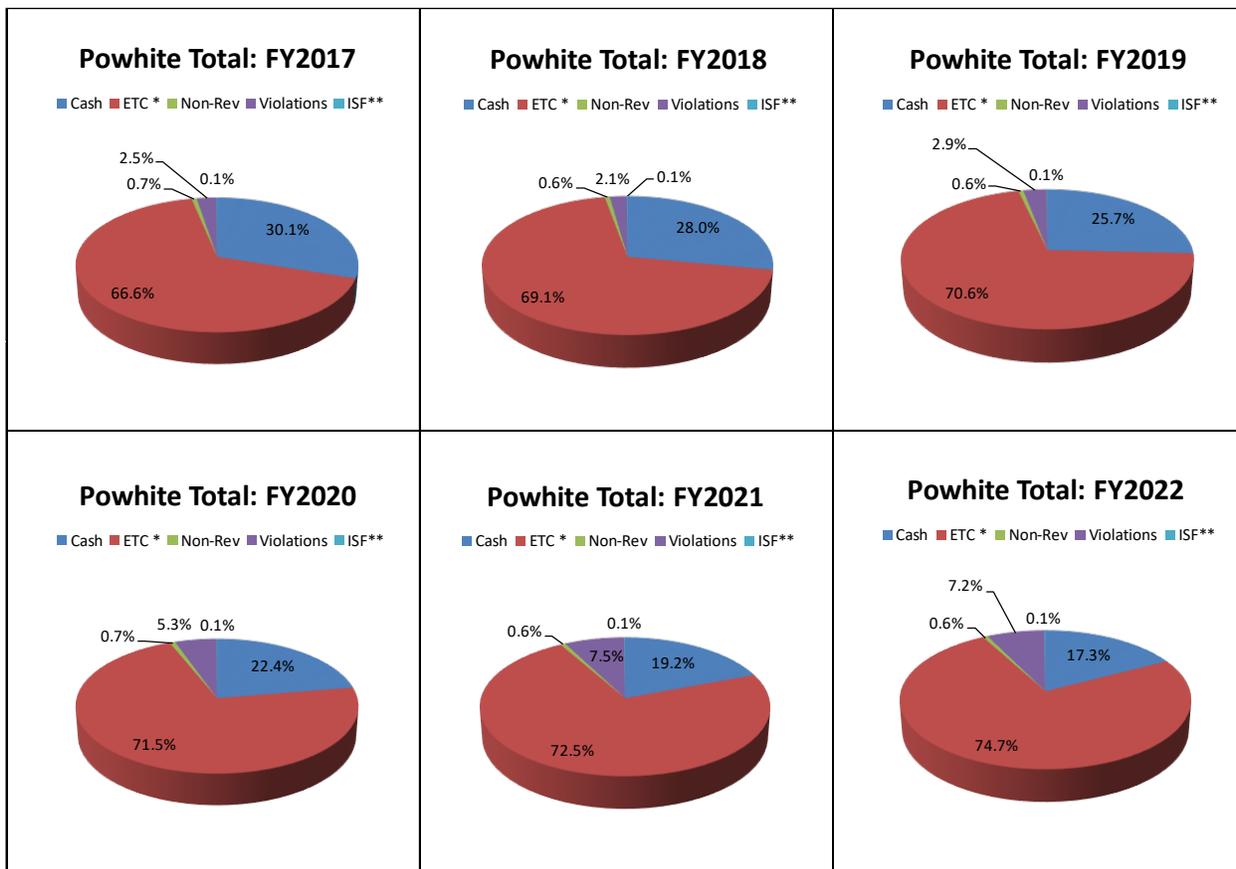


Figure 12-7: Day of Week by Payment Type by Fiscal Year, Powhite Parkway



FY 2022 ANNUAL TRAFFIC AND TOLL REVENUE REPORT

Figure 12-8: Day of Week by Payment Type by Fiscal Year, Powhite Parkway (continued)



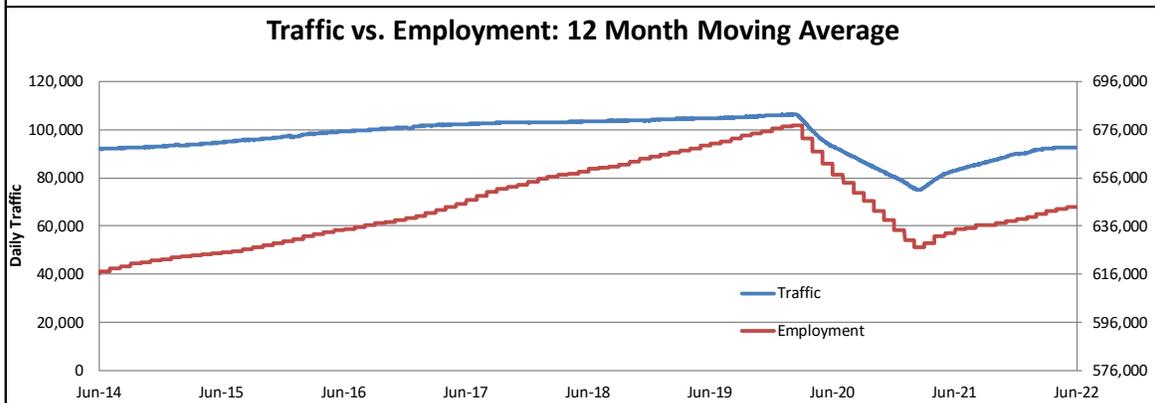
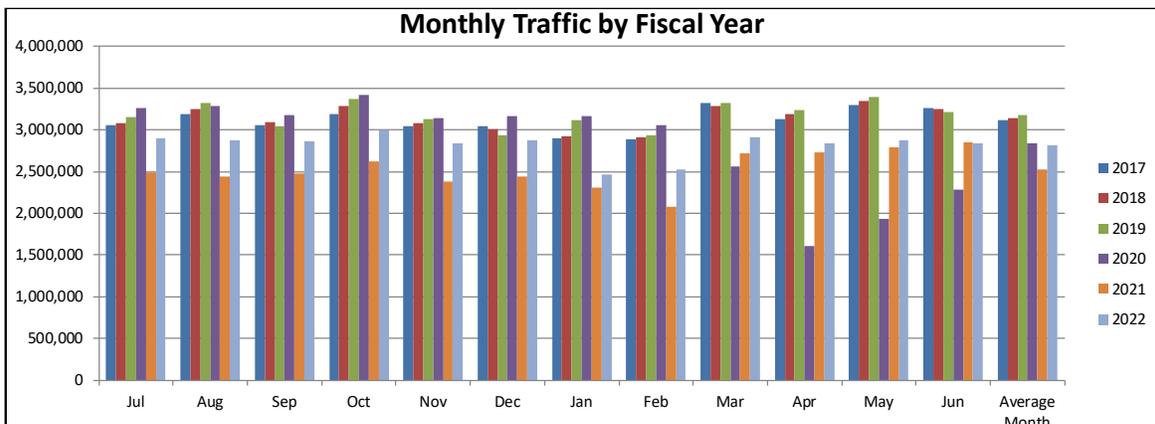
\* ETC transactions are reporting only paid E-ZPass transactions and not non-rev or violation transactions that are from E-ZPass  
 \*\*ISF transactions refer to the insufficient funds that were collected for them.

Table 12-6: Historical Traffic by Month and Fiscal Year, Powhite Parkway

Month	Powhite Total: Historical Traffic by Month and Fiscal Year										
	2017	Growth	2018	Growth	2019	Growth	2020	Growth	2021	Growth	2022
Jul	3,052,797	1.1%	3,085,096	2.2%	3,153,319	3.6%	3,266,417	-23.7%	2,491,371	16.4%	2,900,557
Aug	3,183,563	2.0%	3,245,795	2.2%	3,318,244	-1.1%	3,281,132	-25.5%	2,444,764	17.7%	2,876,970
Sep	3,052,363	1.4%	3,095,976	-1.5%	3,049,060	4.3%	3,181,545	-22.4%	2,470,225	16.1%	2,867,717
Oct	3,190,790	2.9%	3,283,113	2.5%	3,366,053	1.7%	3,422,697	-23.4%	2,621,890	14.4%	2,998,783
Nov	3,039,565	1.4%	3,080,794	1.7%	3,132,066	0.3%	3,140,588	-24.1%	2,382,185	19.2%	2,839,782
Dec	3,048,451	-1.3%	3,008,307	-2.5%	2,931,685	7.8%	3,161,559	-23.0%	2,435,351	18.0%	2,873,068
Jan	2,894,435	0.9%	2,919,845	6.5%	3,110,522	1.7%	3,163,748	-27.3%	2,301,431	7.1%	2,464,504
Feb	2,892,152	0.5%	2,905,426	1.0%	2,935,137	4.3%	3,061,525	-32.0%	2,081,814	21.1%	2,520,938
Mar	3,319,480	-1.2%	3,280,842	1.2%	3,321,721	-23.1%	2,555,371	6.3%	2,717,074	7.2%	2,912,259
Apr	3,125,588	1.9%	3,185,294	1.7%	3,238,127	-50.2%	1,612,151	69.4%	2,730,926	4.1%	2,841,626
May	3,292,897	1.8%	3,351,264	1.4%	3,398,421	-43.3%	1,927,428	44.7%	2,789,054	3.0%	2,871,582
Jun	3,262,081	-0.4%	3,247,470	-0.9%	3,218,437	-29.0%	2,283,926	24.7%	2,849,031	-0.4%	2,836,978
Total	37,354,162	0.9%	37,689,222	1.3%	38,172,792	-10.8%	34,058,087	-11.0%	30,315,116	11.5%	33,804,764



Figure 12-9: Historical Monthly Traffic and Comparison to Employment, Powhite Parkway



## 12.4 DOWNTOWN EXPRESSWAY T&R TRENDS

Table 12-7: Transactions by Payment Type and Day of Week, FY17-FY22, DTE

Powhite Total: Transactions by Payment Type by Day of Week for FY2017 to FY2022									
2017	Cash	ETC *	Non-Rev	Violations	ISF**	Total			
Mon	12,630	47,273	479	2,048	51	62,480			
Tue	13,703	53,403	552	2,489	61	70,207			
Wed	14,133	54,212	566	2,571	63	71,545			
Thu	14,564	54,549	557	2,665	64	72,399			
Fri	16,031	51,763	529	2,636	72	71,030			
Sat	12,450	24,658	269	1,988	55	39,419			
Sun	9,702	20,630	235	1,392	40	31,999			
Avg Weekday	14,219	52,238	536	2,482	62	69,538			
Avg Weekend	11,076	22,644	252	1,690	47	35,709			
Avg Day	13,324	43,806	455	2,257	58	59,899	Growth from previous FY		
2018	Cash	ETC *	Non-Rev	Violations	ISF**	Total	Cash	ETC	Total
Mon	11,787	49,941	447	2,664	46	64,885	-6.7%	5.6%	3.8%
Tue	12,688	55,299	520	2,804	51	71,363	-7.4%	3.6%	1.6%
Wed	13,003	55,754	537	2,850	56	72,200	-8.0%	2.8%	0.9%
Thu	13,501	56,406	525	2,944	57	73,433	-7.3%	3.4%	1.4%
Fri	15,081	54,625	500	3,162	61	73,429	-5.9%	5.5%	3.4%
Sat	11,866	26,983	280	2,681	50	41,860	-4.7%	9.4%	6.2%
Sun	9,202	22,283	231	2,048	38	33,801	-5.2%	8.0%	5.6%
Avg Weekday	13,212	54,405	506	2,885	54	71,062	-7.1%	4.1%	2.2%
Avg Weekend	10,547	24,655	255	2,368	44	37,869	-4.8%	8.9%	6.0%
Avg Day	12,445	45,847	434	2,736	51	61,513	-6.6%	4.7%	2.7%
2019	Cash	ETC *	Non-Rev	Violations	ISF**	Total	Cash	ETC	Total
Mon	10,943	50,976	436	2,828	45	65,227	-7.2%	2.1%	0.5%
Tue	11,765	56,341	505	3,228	48	71,887	-7.3%	1.9%	0.7%
Wed	12,109	56,653	529	3,360	51	72,703	-6.9%	1.6%	0.7%
Thu	12,401	58,127	527	3,647	51	74,752	-8.2%	3.1%	1.8%
Fri	13,845	56,219	499	3,760	63	74,386	-8.2%	2.9%	1.3%
Sat	11,014	28,777	254	3,002	46	43,093	-7.2%	6.6%	2.9%
Sun	8,281	22,967	212	2,374	34	33,868	-10.0%	3.1%	0.2%
Avg Weekday	12,213	55,663	499	3,365	52	71,791	-7.6%	2.3%	1.0%
Avg Weekend	9,634	25,845	233	2,685	40	38,437	-8.6%	4.8%	1.5%
Avg Day	11,471	47,085	422	3,169	48	62,196	-7.8%	2.7%	1.1%
2020	Cash	ETC *	Non-Rev	Violations	ISF**	Total	Cash	ETC	Total
Mon	8,080	43,390	449	3,459	35	55,413	-26.2%	-14.9%	-15.0%
Tue	8,430	46,810	495	3,753	35	59,524	-28.3%	-16.9%	-17.2%
Wed	8,548	46,072	522	3,749	34	58,924	-29.4%	-18.7%	-19.0%
Thu	8,794	46,758	512	3,923	35	60,022	-29.1%	-19.6%	-19.7%
Fri	9,876	46,225	470	4,183	43	60,797	-28.7%	-17.8%	-18.3%
Sat	7,822	24,537	233	3,405	38	36,034	-29.0%	-14.7%	-16.4%
Sun	6,093	20,021	188	2,687	24	29,014	-26.4%	-12.8%	-14.3%
Avg Weekday	8,742	45,845	489	3,812	36	58,925	-28.4%	-17.6%	-17.9%
Avg Weekend	6,958	22,279	210	3,046	31	32,524	-27.8%	-13.8%	-15.4%
Avg Day	8,235	39,149	410	3,594	35	51,423	-28.2%	-16.9%	-17.3%
2021	Cash	ETC *	Non-Rev	Violations	ISF**	Total	Cash	ETC	Total
Mon	5,164	30,138	325	4,323	59	40,010	-36.1%	-30.5%	-27.8%
Tue	5,528	33,024	372	4,577	63	43,564	-34.4%	-29.5%	-26.8%
Wed	5,639	33,461	380	4,712	67	44,259	-34.0%	-27.4%	-24.9%
Thu	5,625	32,750	359	4,680	65	43,478	-36.0%	-30.0%	-27.6%
Fri	6,203	32,613	330	5,074	71	44,291	-37.2%	-29.4%	-27.1%
Sat	5,406	21,447	186	4,540	66	31,645	-30.9%	-12.6%	-12.2%
Sun	4,187	17,533	171	3,728	55	25,674	-31.3%	-12.4%	-11.5%
Avg Weekday	5,632	32,401	353	4,674	65	43,125	-35.6%	-29.3%	-26.8%
Avg Weekend	4,796	19,490	178	4,134	61	28,659	-31.1%	-12.5%	-11.9%
Avg Day	5,394	28,722	303	4,520	64	39,003	-34.5%	-26.6%	-24.2%
2022	Cash	ETC *	Non-Rev	Violations	ISF**	Total	Cash	ETC	Total
Mon	5,179	39,261	368	4,967	75	49,849	0.3%	30.3%	24.6%
Tue	5,537	44,580	424	5,376	84	56,002	0.2%	35.0%	28.6%
Wed	5,771	45,319	454	5,547	88	57,178	2.3%	35.4%	29.2%
Thu	5,849	44,563	433	5,637	89	56,571	4.0%	36.1%	30.1%
Fri	6,696	43,983	408	6,311	104	57,501	7.9%	34.9%	29.8%
Sat	5,391	27,619	215	5,458	87	38,770	-0.3%	28.8%	22.5%
Sun	4,178	22,437	174	4,336	62	31,187	-0.2%	28.0%	21.5%
Avg Weekday	5,807	43,545	417	5,568	88	55,425	3.1%	34.4%	28.5%
Avg Weekend	4,785	25,028	195	4,897	75	34,979	-0.2%	28.4%	22.1%
Avg Day	5,515	38,269	354	5,377	84	49,599	2.3%	33.2%	27.2%



**Table 12-8: Historical Traffic by Payment Type, Downtown Expressway**

DTE Total: Historical Traffic by Payment Type									
FY	Cash	ETC *	Non-Rev	Violations	ISF**	Total	% ETC	% Cash	% Viol
2016	5,279,821	15,270,437	169,986	816,546	24,479	21,561,269	70.8%	24.5%	3.8%
2017	4,863,154	15,989,100	166,224	823,629	21,112	21,863,219	73.1%	22.2%	3.8%
2018	4,542,569	16,734,130	158,352	998,603	18,690	22,452,343	74.5%	20.2%	4.4%
2019	4,186,898	17,186,089	154,198	1,156,772	17,611	22,701,568	75.7%	18.4%	5.1%
2020	3,013,980	14,328,484	150,115	1,315,514	12,671	18,820,764	76.1%	16.0%	7.0%
2021	1,968,733	10,483,646	110,735	1,649,696	23,315	14,236,125	73.6%	13.8%	11.6%
2022	2,013,097	13,968,191	129,168	1,962,483	30,677	18,103,616	77.2%	11.1%	10.8%
Growth							% Point Growth		
2016 to 2017	-7.9%	4.7%	-2.2%	0.9%	-13.8%	1.4%	2.3%	-2.2%	0.0%
2017 to 2018	-6.6%	4.7%	-4.7%	21.2%	-11.5%	2.7%	1.4%	-2.0%	0.7%
2018 to 2019	-7.8%	2.7%	-2.6%	15.8%	-5.8%	1.1%	1.2%	-1.8%	0.6%
2019 to 2020	-28.0%	-16.6%	-2.6%	13.7%	-28.1%	-17.1%	0.4%	-2.4%	1.9%
2020 to 2021	-34.7%	-26.8%	-26.2%	25.4%	84.0%	-24.4%	-2.5%	-2.2%	4.6%
2021 to 2022	2.3%	33.2%	16.6%	19.0%	31.6%	27.2%	3.5%	-2.7%	-0.7%

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

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

**Figure 12-10: Annual Growth Rates by Day of Week, Downtown Expressway**

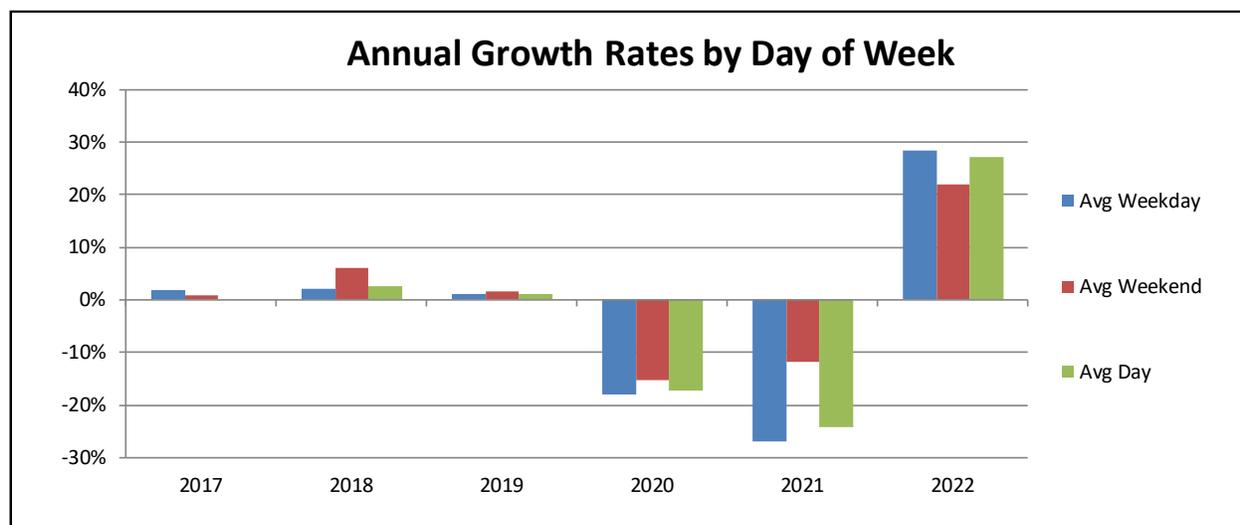
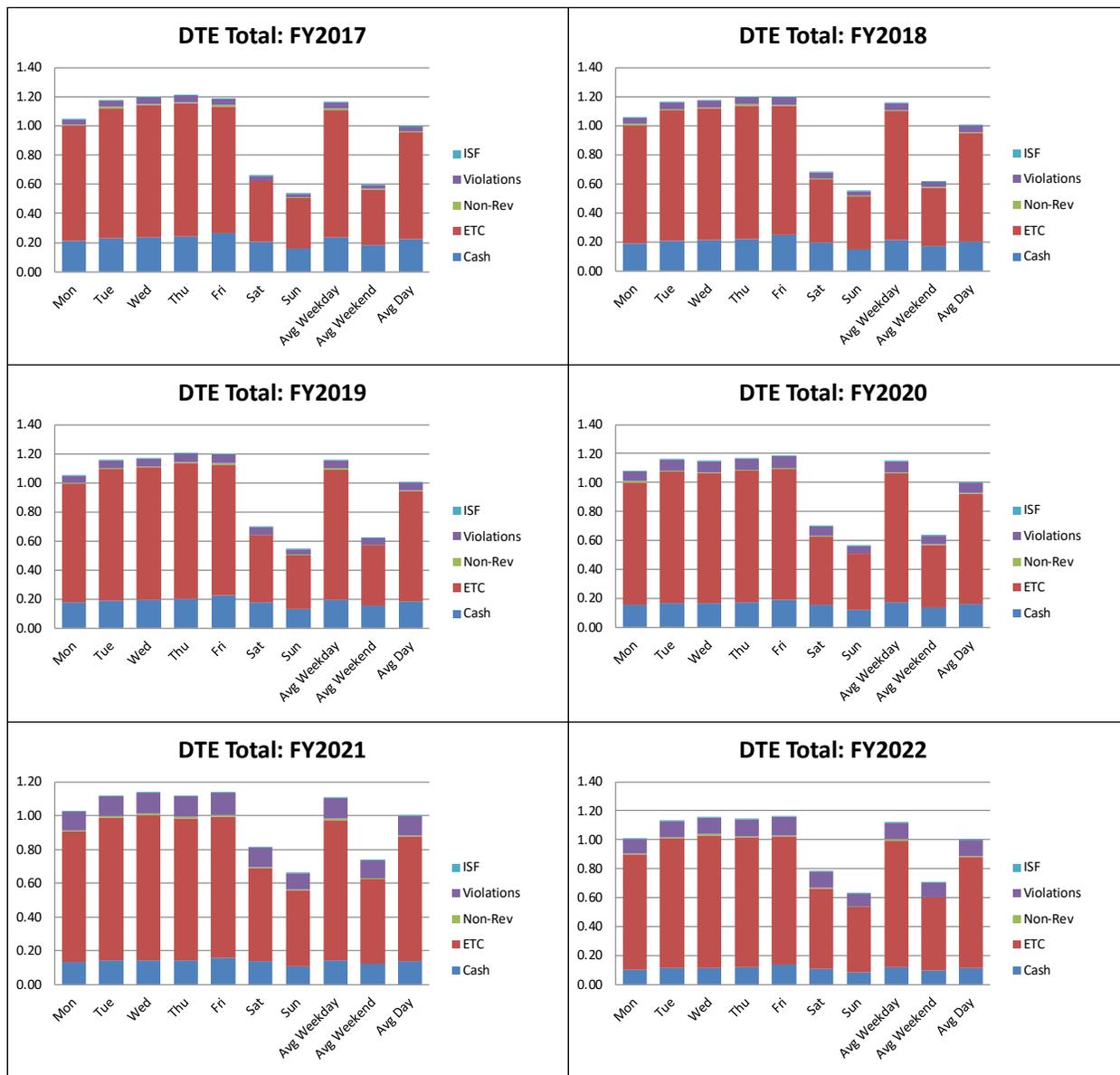
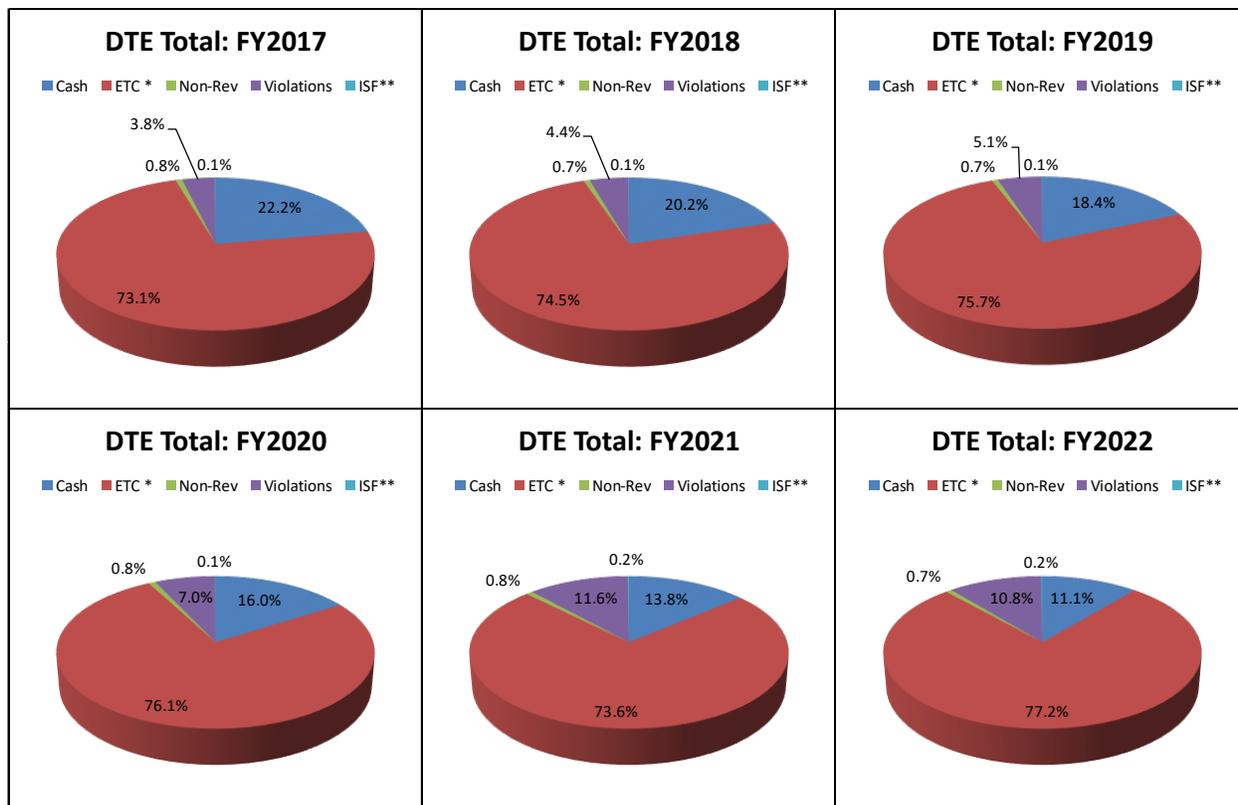


Figure 12-11: Day of Week by Payment Type by Fiscal Year, Downtown Expressway



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



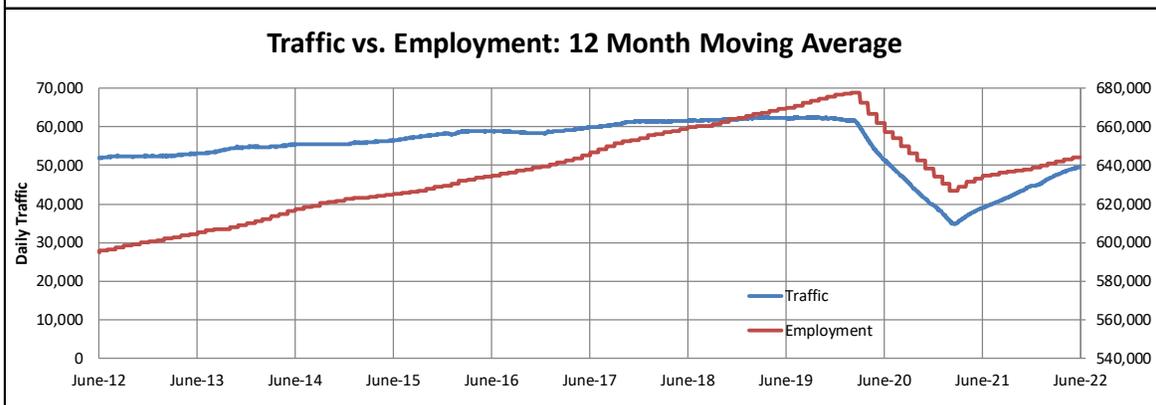
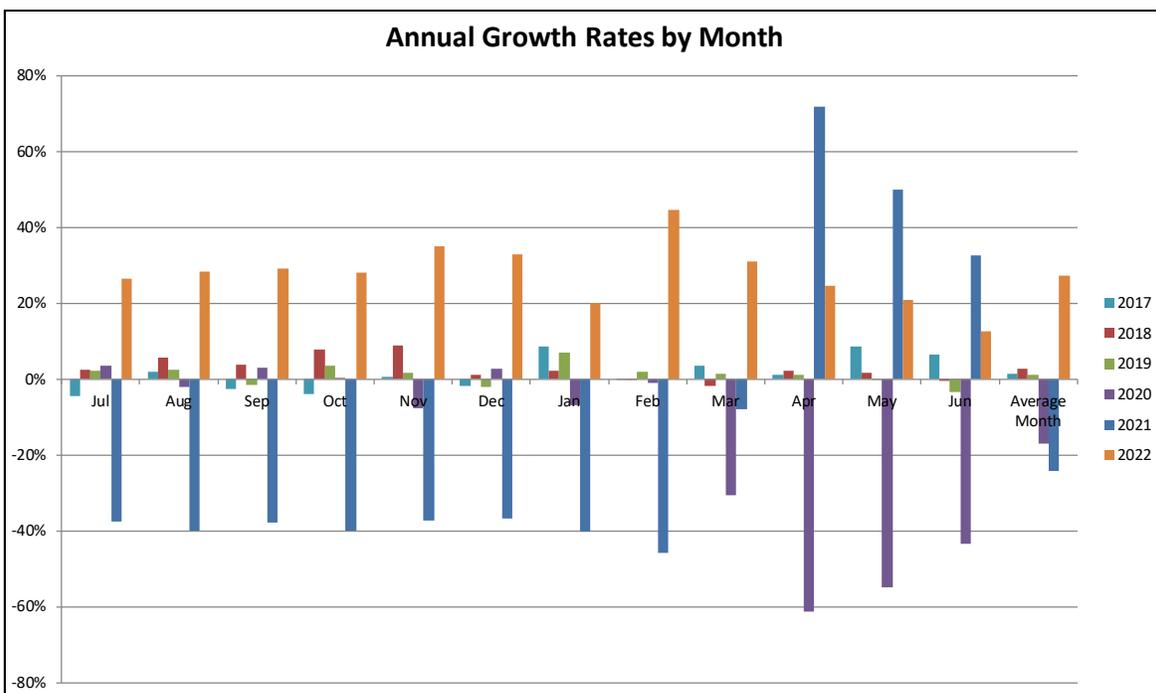
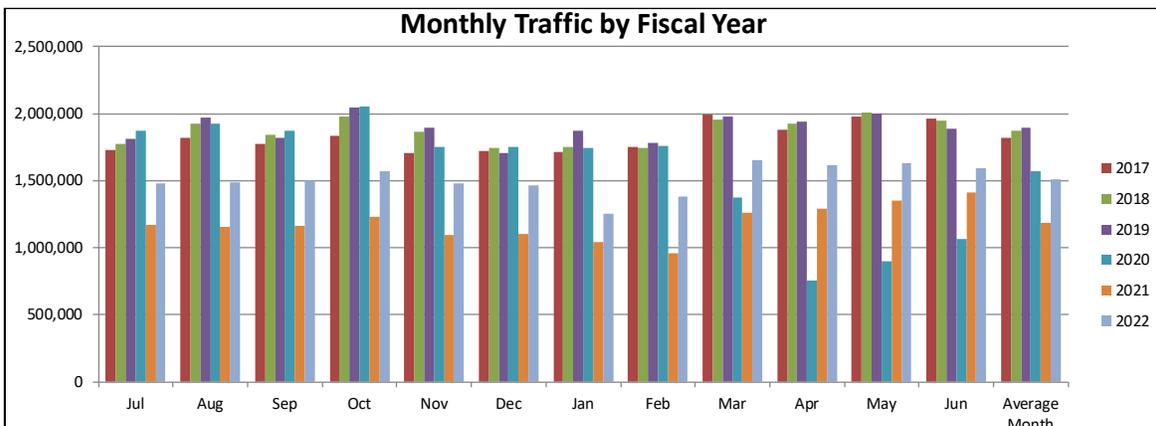
\* ETC transactions are reporting only paid E-ZPass transactions and not non-rev or violation transactions that are from E-ZPass  
 \*\*ISF transactions refer to the insufficient funds that were collected for them.

Table 12-9: Historical Traffic by Month and Fiscal Year, Downtown Expressway

Month	DTE Total: Historical Traffic by Month and Fiscal Year										
	2017	Growth	2018	Growth	2019	Growth	2020	Growth	2021	Growth	2022
Jul	1,730,554	2.5%	1,774,136	2.1%	1,811,692	3.5%	1,875,162	-37.7%	1,168,654	26.3%	1,476,101
Aug	1,819,540	5.6%	1,922,146	2.5%	1,971,044	-2.2%	1,927,208	-40.0%	1,156,933	28.3%	1,484,307
Sep	1,777,660	3.8%	1,844,861	-1.5%	1,816,552	3.0%	1,871,036	-38.0%	1,160,576	29.2%	1,499,461
Oct	1,834,337	7.7%	1,976,151	3.5%	2,045,360	0.3%	2,050,856	-40.1%	1,229,372	28.0%	1,573,260
Nov	1,709,346	8.9%	1,860,876	1.7%	1,892,018	-7.6%	1,748,456	-37.2%	1,097,676	34.9%	1,480,718
Dec	1,723,314	1.1%	1,742,396	-2.2%	1,704,638	2.7%	1,750,541	-36.9%	1,104,376	32.8%	1,466,408
Jan	1,709,894	2.3%	1,749,093	7.0%	1,871,543	-6.8%	1,743,776	-40.1%	1,044,199	20.1%	1,253,736
Feb	1,748,543	-0.2%	1,745,589	1.9%	1,779,277	-1.0%	1,761,637	-45.7%	955,849	44.6%	1,382,145
Mar	1,992,116	-1.9%	1,954,689	1.4%	1,981,208	-30.7%	1,373,437	-8.0%	1,264,122	30.9%	1,654,976
Apr	1,881,229	2.2%	1,923,308	1.0%	1,942,146	-61.3%	752,498	71.9%	1,293,373	24.7%	1,612,541
May	1,975,403	1.7%	2,008,054	-0.3%	2,001,785	-55.0%	900,055	49.8%	1,348,567	20.8%	1,628,802
Jun	1,961,283	-0.5%	1,951,045	-3.4%	1,884,305	-43.4%	1,066,102	32.5%	1,412,428	12.7%	1,591,161
Total	21,863,219	2.7%	22,452,343	1.1%	22,701,568	-17.1%	18,820,764	-24.4%	14,236,125	27.2%	18,103,616



Figure 12-13: Historical Traffic by Month and Fiscal Year, Downtown Expressway



## 12.5 BOULEVARD BRIDGE

Table 12-10: Transactions by Payment Type and Day of Week, FY17-FY22, Blvd. Bridge

Powwhite Total: Transactions by Payment Type by Day of Week for FY2017 to FY2022									
Year	Cash	ETC *	Non-Rev	Violations	ISF**	Total			
2017									
Mon	6,642	4,678	75	192	5	11,593			
Tue	7,135	5,294	87	216	6	12,737			
Wed	7,206	5,342	94	219	6	12,867			
Thu	7,262	5,383	89	213	6	12,953			
Fri	7,718	5,380	86	240	6	13,430			
Sat	6,090	4,371	62	217	5	10,744			
Sun	4,885	3,601	55	194	3	8,737			
Avg Weekday	7,195	5,216	86	216	6	12,719			
Avg Weekend	5,487	3,986	58	206	4	9,741			
Avg Day	6,708	4,865	78	213	5	11,870	Growth from previous FY		
2018	Cash	ETC *	Non-Rev	Violations	ISF**	Total	Cash	ETC	Total
Mon	6,148	4,955	77	210	5	11,394	-7.4%	5.9%	-1.7%
Tue	6,511	5,485	88	262	5	12,351	-8.7%	3.6%	-3.0%
Wed	6,449	5,472	92	233	5	12,251	-10.5%	2.4%	-4.8%
Thu	6,600	5,546	91	230	5	12,472	-9.1%	3.0%	-3.7%
Fri	7,008	5,586	89	271	5	12,958	-9.2%	3.8%	-3.5%
Sat	5,598	4,627	61	307	4	10,598	-8.1%	5.9%	-1.4%
Sun	4,510	3,854	53	238	3	8,659	-7.7%	7.0%	-0.9%
Avg Weekday	6,543	5,409	87	241	5	12,285	-9.1%	3.7%	-3.4%
Avg Weekend	5,059	4,244	57	273	4	9,637	-7.8%	6.5%	-1.1%
Avg Day	6,116	5,074	79	250	5	11,523	-8.8%	4.3%	-2.9%
2019	Cash	ETC *	Non-Rev	Violations	ISF**	Total	Cash	ETC	Total
Mon	5,512	4,959	69	285	4	10,829	-10.3%	0.1%	-5.0%
Tue	5,842	5,450	83	286	5	11,665	-10.3%	-0.7%	-5.6%
Wed	6,027	5,656	87	272	5	12,047	-6.6%	3.4%	-1.7%
Thu	6,154	5,670	89	274	6	12,192	-6.8%	2.2%	-2.2%
Fri	6,433	5,707	83	337	5	12,566	-8.2%	2.2%	-3.0%
Sat	5,080	4,667	59	309	4	10,120	-9.3%	0.9%	-4.5%
Sun	4,087	3,825	50	278	3	8,244	-9.4%	-0.8%	-4.8%
Avg Weekday	5,994	5,488	82	291	5	11,860	-8.4%	1.5%	-3.5%
Avg Weekend	4,579	4,242	54	294	4	9,173	-9.5%	-0.1%	-4.8%
Avg Day	5,587	5,130	74	292	5	11,087	-8.7%	1.1%	-3.8%
2020	Cash	ETC *	Non-Rev	Violations	ISF**	Total	Cash	ETC	Total
Mon	4,864	4,706	68	415	5	10,057	-11.8%	-5.1%	-7.1%
Tue	5,061	5,028	82	380	6	10,557	-13.4%	-7.7%	-9.5%
Wed	5,050	5,086	86	384	7	10,612	-16.2%	-10.1%	-11.9%
Thu	5,108	5,080	86	381	6	10,662	-17.0%	-10.4%	-12.6%
Fri	5,467	5,289	81	413	6	11,256	-15.0%	-7.3%	-10.4%
Sat	4,362	4,409	62	384	6	9,223	-14.1%	-5.5%	-8.9%
Sun	3,537	3,703	53	329	3	7,625	-13.5%	-3.2%	-7.5%
Avg Weekday	5,109	5,037	81	395	6	10,626	-14.8%	-8.2%	-10.4%
Avg Weekend	3,950	4,056	58	356	5	8,424	-13.7%	-4.4%	-8.2%
Avg Day	4,779	4,758	74	384	6	10,001	-14.5%	-7.2%	-9.8%
2021	Cash	ETC *	Non-Rev	Violations	ISF**	Total	Cash	ETC	Total
Mon	2,916	3,978	55	734	0	7,683	-40.0%	-15.5%	-23.6%
Tue	3,149	4,491	64	823	0	8,527	-37.8%	-10.7%	-19.2%
Wed	3,214	4,584	64	805	0	8,667	-36.4%	-9.9%	-18.3%
Thu	3,105	4,472	64	769	0	8,410	-39.2%	-12.0%	-21.1%
Fri	3,179	4,499	61	811	0	8,550	-41.9%	-14.9%	-24.0%
Sat	2,777	3,870	49	770	0	7,465	-36.3%	-12.2%	-19.1%
Sun	2,290	3,218	44	616	0	6,168	-35.2%	-13.1%	-19.1%
Avg Weekday	3,113	4,406	61	789	0	8,369	-39.1%	-12.5%	-21.2%
Avg Weekend	2,534	3,544	47	693	0	6,817	-35.9%	-12.6%	-19.1%
Avg Day	2,948	4,160	57	761	0	7,926	-38.3%	-12.6%	-20.7%
2022	Cash	ETC *	Non-Rev	Violations	ISF**	Total	Cash	ETC	Total
Mon	2,703	4,519	51	1,012	0	8,285	-7.3%	13.6%	7.8%
Tue	2,838	4,970	55	1,097	0	8,959	-9.9%	10.7%	5.1%
Wed	2,855	5,083	60	1,089	0	9,087	-11.2%	10.9%	4.8%
Thu	2,902	5,038	58	1,058	0	9,055	-6.6%	12.6%	7.7%
Fri	3,119	5,339	54	1,118	0	9,629	-1.9%	18.7%	12.6%
Sat	2,519	4,297	42	923	0	7,781	-9.3%	11.0%	4.2%
Sun	2,112	3,739	41	785	0	6,677	-7.8%	16.2%	8.3%
Avg Weekday	2,883	4,990	56	1,075	0	9,003	-7.4%	13.3%	7.6%
Avg Weekend	2,315	4,018	41	854	0	7,229	-8.6%	13.4%	6.1%
Avg Day	2,721	4,713	52	1,012	0	8,498	-7.7%	13.3%	7.2%



**Table 12-11: Historical Traffic by Payment Type, Boulevard Bridge**

Boulevard Bridge Historical Traffic by Payment Type									
FY	Cash	ETC *	Non-Rev	Violations	ISF**	Total	% ETC	% Cash	% Viol
2016	2,593,874	1,671,509	29,125	45,502	3,162	4,343,172	38.5%	59.7%	1.0%
2017	2,448,463	1,775,884	28,598	77,790	1,905	4,332,640	41.0%	56.5%	1.8%
2018	2,232,408	1,851,916	28,722	91,339	1,692	4,206,077	44.0%	53.1%	2.2%
2019	2,039,128	1,872,328	27,107	106,457	1,728	4,046,748	46.3%	50.4%	2.6%
2020	1,749,234	1,741,384	27,086	140,436	2,083	3,660,223	47.6%	47.8%	3.8%
2021	1,075,952	1,518,425	20,868	277,876	0	2,893,121	52.5%	37.2%	9.6%
2022	993,327	1,720,220	18,829	369,308	0	3,101,684	55.5%	32.0%	11.9%
Growth							% Point Growth		
2016 to 2017	-5.6%	6.2%	-1.8%	71.0%	-39.8%	-0.2%	2.5%	-3.2%	0.7%
2017 to 2018	-8.8%	4.3%	0.4%	17.4%	-11.2%	-2.9%	3.0%	-3.4%	0.4%
2018 to 2019	-8.7%	1.1%	-5.6%	16.6%	2.1%	-3.8%	2.2%	-2.7%	0.5%
2019 to 2020	-14.2%	-7.0%	-0.1%	31.9%	20.5%	-9.6%	1.3%	-2.6%	1.2%
2020 to 2021	-38.5%	-12.8%	-23.0%	97.9%	-100.0%	-21.0%	4.9%	-10.6%	5.8%
2021 to 2022	-7.7%	13.3%	-9.8%	32.9%		7.2%	3.0%	-5.2%	2.3%

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

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

**Figure 12-14: Annual Growth Rates by Day of Week, Boulevard Bridge**

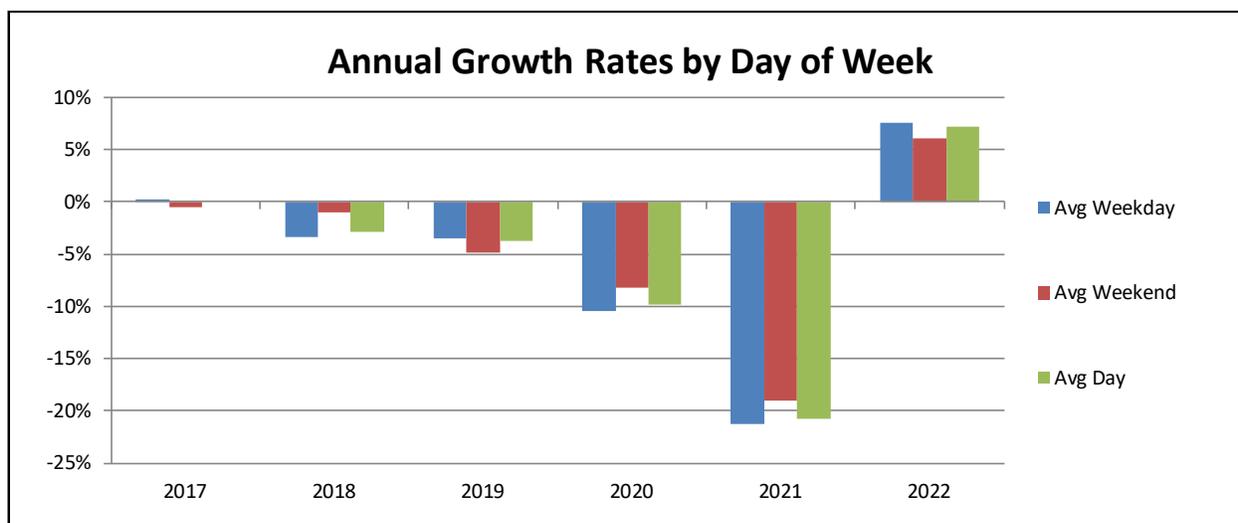


Figure 12-15: Day of Week by Payment Type by Fiscal Year, Boulevard Bridge

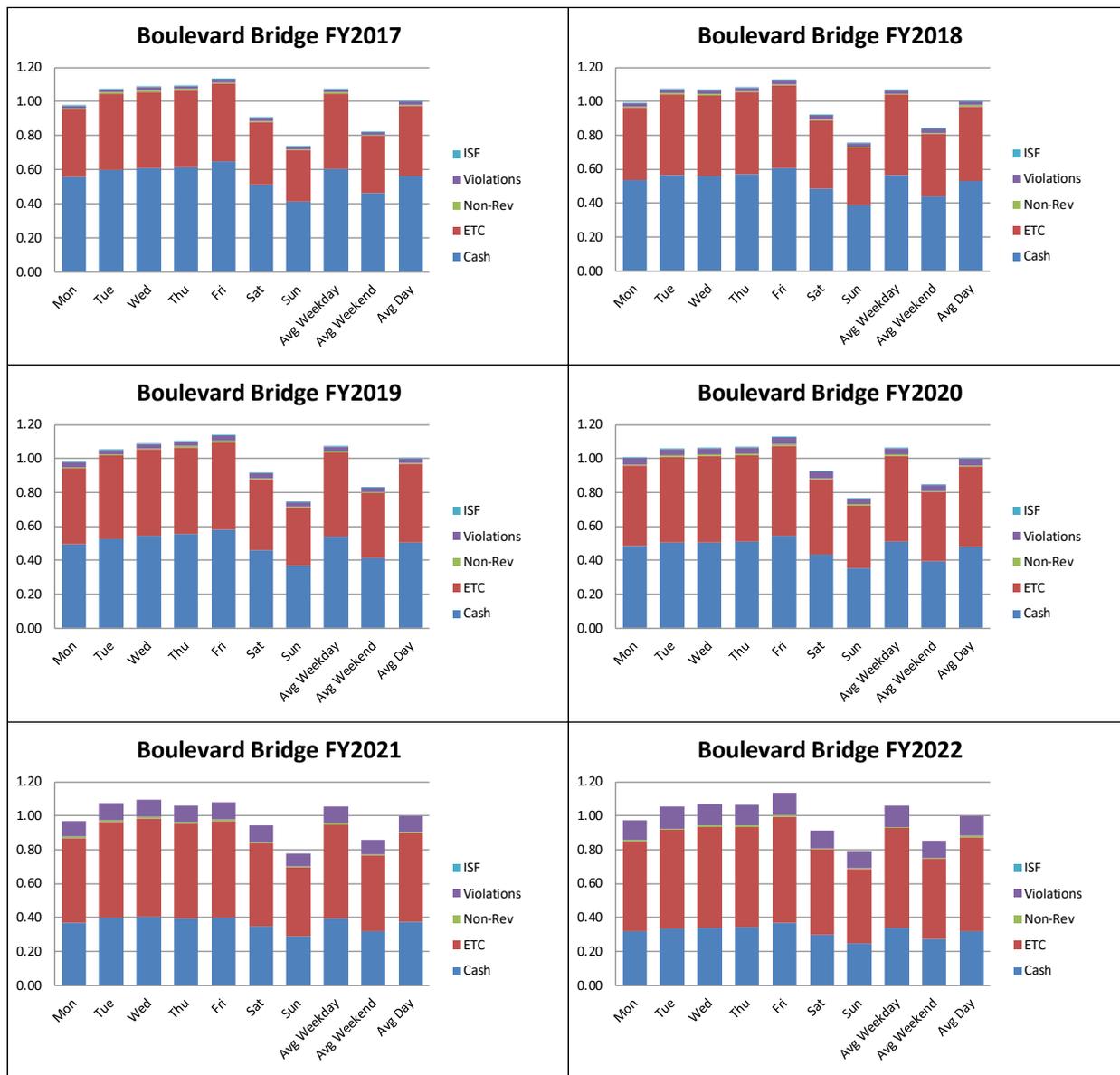
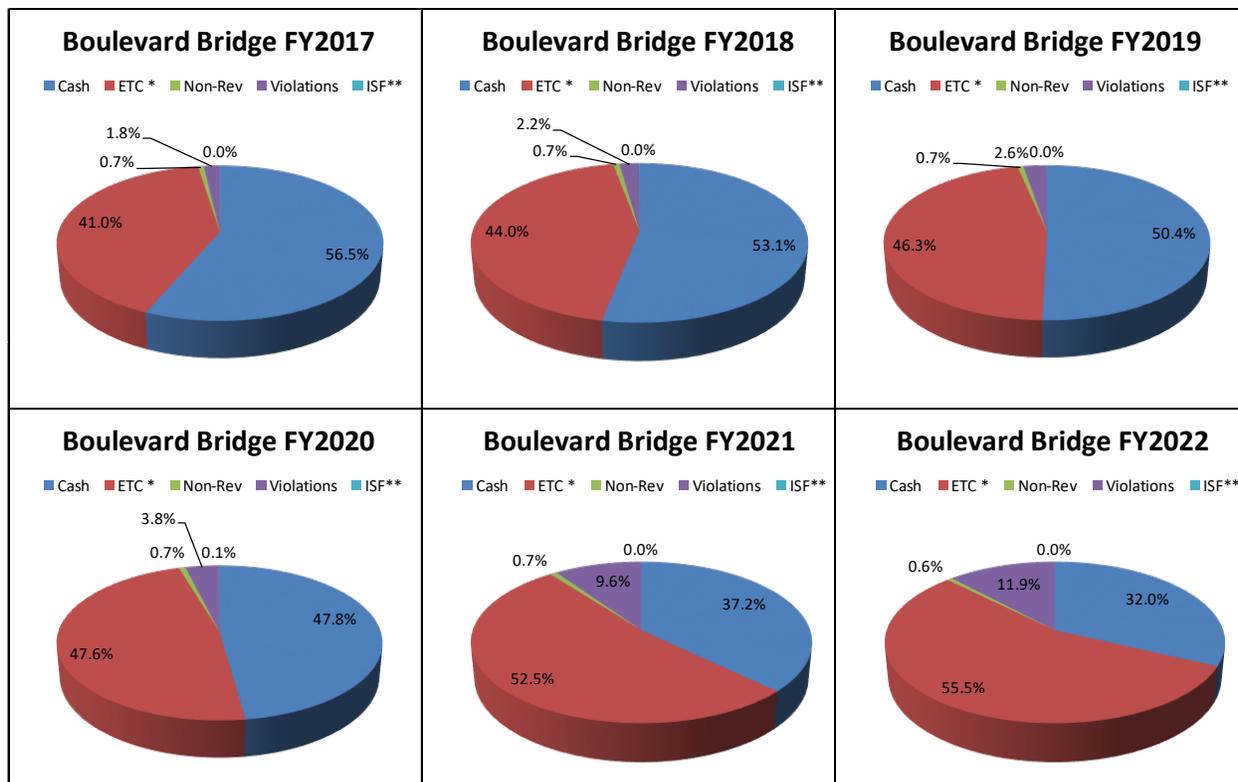


Figure 12-16: Day of Week by Payment Type by Fiscal Year, Boulevard Bridge (continued)



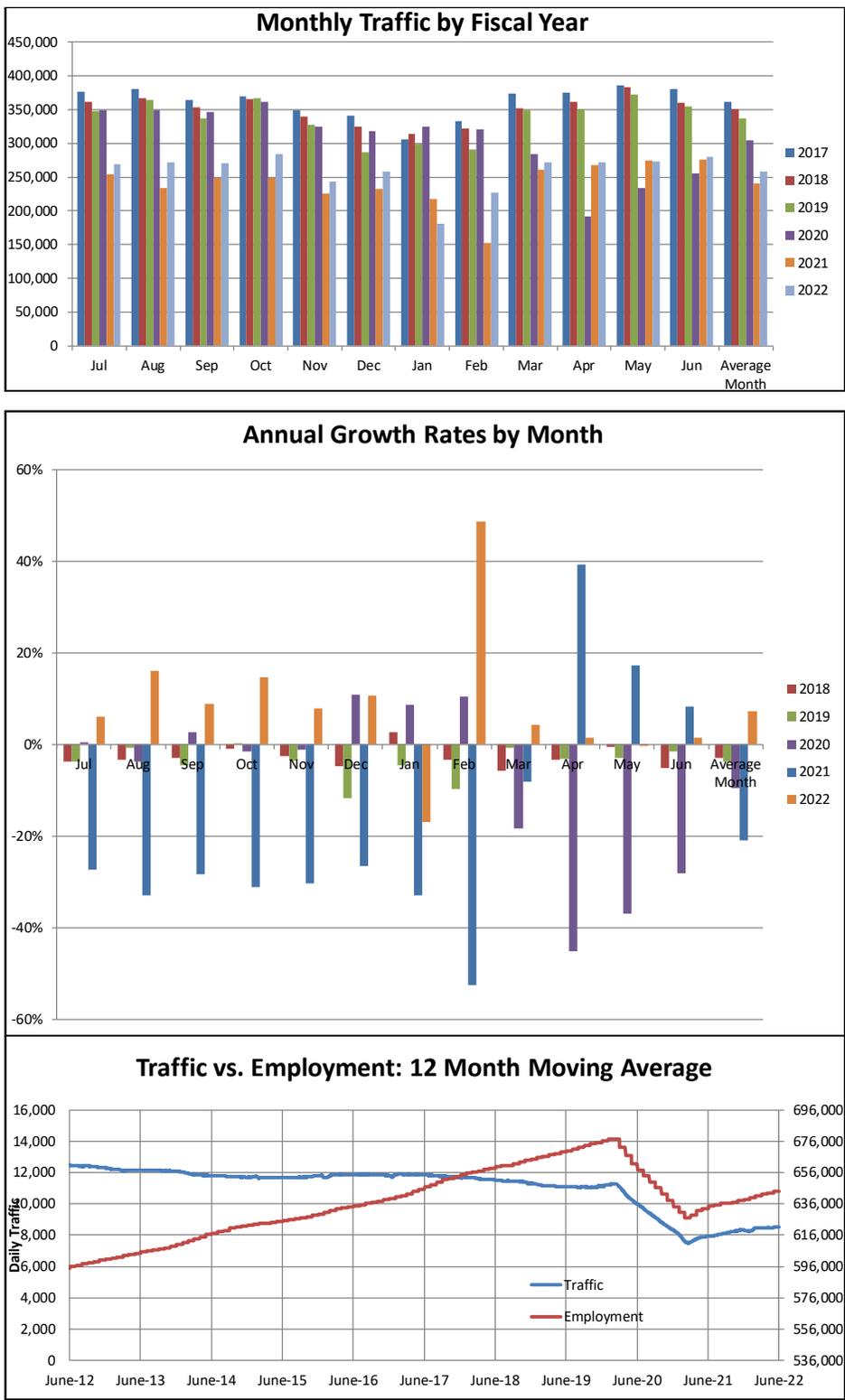
\* ETC transactions are reporting only paid E-ZPass transactions and not non-rev or violation transactions that are from E-ZPass  
 \*\*ISF transactions refer to the insufficient funds that were collected for them.

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

Month	Boulevard Bridge Historical Traffic by Month and Fiscal Year											
	2017	Growth	2018	Growth	2019	Growth	2020	Growth	2021	Growth	2022	
Jul	375,892	-3.7%	361,908	-3.7%	348,461	0.3%	349,673	-27.3%	254,163	6.1%	269,644	
Aug	379,795	-3.5%	366,663	-0.8%	363,736	-3.9%	349,676	-33.1%	234,101	16.1%	271,718	
Sep	364,004	-3.0%	352,923	-4.5%	336,945	2.7%	346,039	-28.3%	248,118	8.9%	270,178	
Oct	369,404	-0.9%	366,152	0.2%	367,065	-1.6%	361,041	-31.2%	248,472	14.6%	284,640	
Nov	349,129	-2.6%	340,101	-3.6%	327,930	-1.1%	324,305	-30.3%	225,988	7.8%	243,715	
Dec	340,830	-4.7%	324,644	-11.8%	286,206	10.9%	317,371	-26.6%	233,050	10.6%	257,664	
Jan	305,582	2.6%	313,563	-4.5%	299,313	8.6%	325,189	-33.0%	217,853	-16.9%	180,962	
Feb	333,514	-3.3%	322,468	-9.7%	291,198	10.3%	321,276	-52.5%	152,473	48.5%	226,491	
Mar	373,905	-5.9%	351,935	-0.9%	348,930	-18.5%	284,508	-8.2%	261,317	4.2%	272,260	
Apr	374,606	-3.4%	361,922	-3.1%	350,689	-45.2%	192,258	39.1%	267,518	1.4%	271,357	
May	385,527	-0.6%	383,125	-3.0%	371,617	-37.0%	233,979	17.2%	274,201	-0.4%	273,071	
Jun	380,452	-5.2%	360,673	-1.7%	354,658	-28.1%	254,908	8.2%	275,867	1.5%	279,984	
Total	4,332,640	-2.9%	4,206,077	-3.8%	4,046,748	-9.6%	3,660,223	-21.0%	2,893,121	7.2%	3,101,684	



Figure 12-17: Historical Monthly Traffic and Comparison to Employment, Blvd. Bridge



## 13.0 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 FY2023. It is Stantec's opinion that the traffic and toll revenue estimates provided herein represent reasonable and achievable levels of traffic and toll revenues that can be expected to accrue at the Authority's toll facilities over the forecast period and that they have been prepared in accordance with accepted industry-wide practice. However, as should be expected with any forecast, and given the uncertainties within the current economic climate and Pandemic, it is important to note the following assumptions which, in our opinion, are reasonable:

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



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

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

