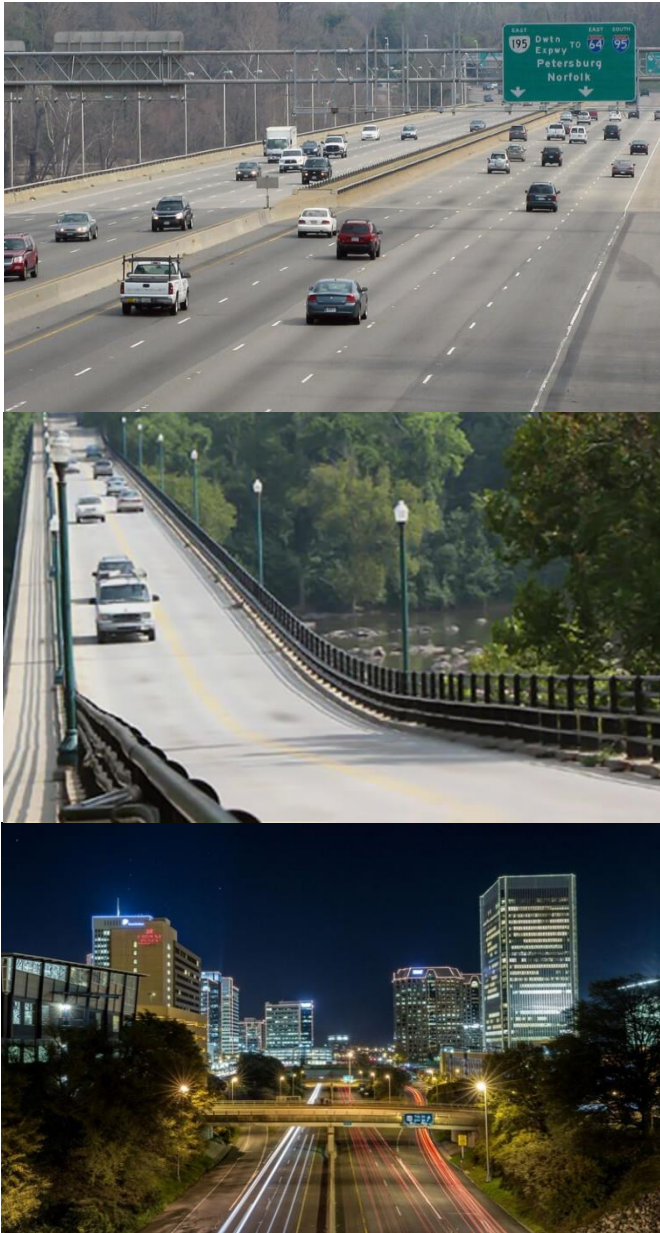


FY 2023 ANNUAL TRAFFIC AND TOLL REVENUE REPORT



FY 2023 Annual Traffic and Toll Revenue Report



May 2, 2024

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 saw signs of recovery for the RMTA system with overall traffic and revenue increasing from FY21 to FY22 by 15.9% and 15.8%, respectively. Fiscal Year 2023 shows traffic returning to normal levels with traffic and revenue increasing by 7% and 5.9% respectively. The Downtown Expressway transactions increased the most in percent terms from FY22 to FY23 at 9.8% while toll revenue increased by 9.1%. The Powhite Parkway and Boulevard Bridge transactions also increased from FY22 to FY23 by 5.7% and 5.4%, respectively. Toll revenue on the Powhite Parkway from FY22 to FY23 by 4.7%, while Boulevard Bridge saw a decrease of -3.4%. Table 1-1 shows the traffic and toll revenue on the RMTA system for FY22 and FY23.

Table 1-1: RMTA Traffic and Toll Revenue, FY22 to FY23

FY22 to FY23				
Facility	FY22	FY23	Difference	
			Absolute	Percent
Transactions				
Powhite Parkway	33,804,764	35,731,433	1,926,669	5.7%
Downtown Expressway	18,103,616	19,883,141	1,779,525	9.8%
Boulevard Bridge	3,101,684	3,268,183	166,499	5.4%
RMTA Total	55,010,064	58,882,757	3,872,693	7.0%
Toll Revenue				
Powhite Parkway	\$21,731,763	\$22,763,138	\$1,031,375	4.7%
Downtown Expressway	\$10,870,442	\$11,861,989	\$991,547	9.1%
Boulevard Bridge	\$981,071	\$947,542	-\$33,529	-3.4%
RMTA Total	\$33,583,276	\$35,572,669	\$1,989,393	5.9%

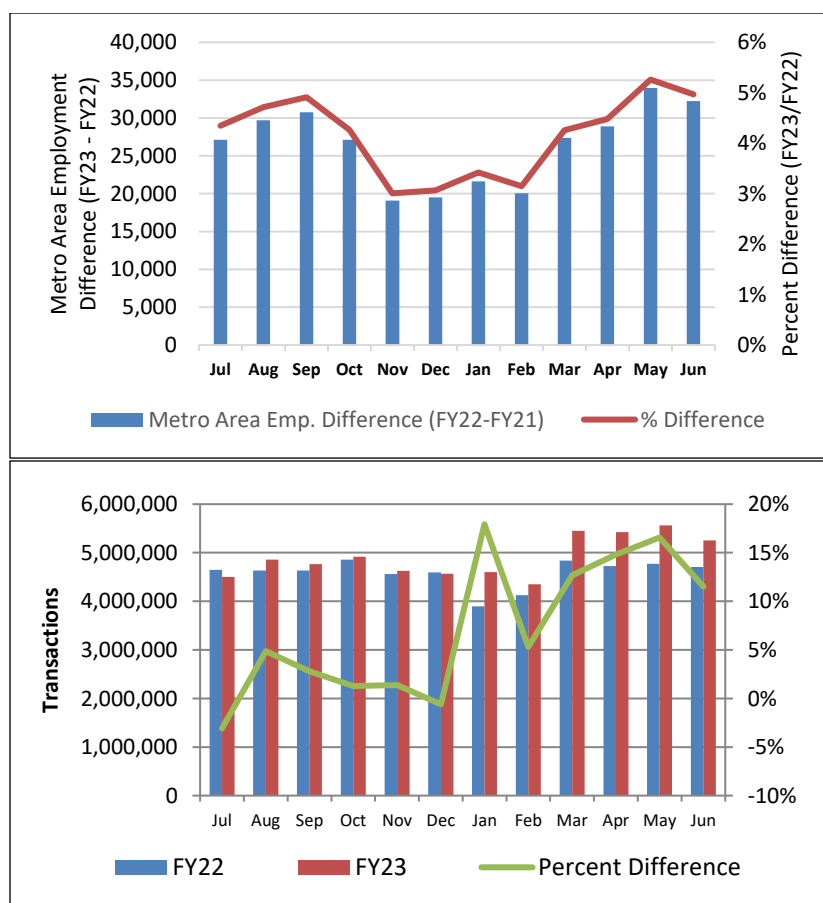
In terms of transactions, the RMTA's tolled facilities FY23 performance exceeded projections, with actual transactions being observed 4.4% above the FY23 forecasts. The revenue forecast for FY23 was almost as projected with actual revenues being -0.4% lower than the forecast. The potential difference between the performance of transactions and revenue could be caused by the identification and collection of violation transactions starting in FY23, thus the uptick in transactions, but not necessarily the uptick in revenue. Table 1-2 shows the actual performance of the RMTA facilities and the overall system in FY23 as compared to the FY23 forecasts. Figure 1-1 shows the year-over-year increase in the Richmond Metropolitan Area employment from FY22 to FY23 compared to the RMTA's monthly transactions for FY22 and FY23 and the percent difference between the two years.



Table 1-2: RMTA FY23 Traffic and Toll Revenue, Actual vs. Forecasts

FY23 - Actual versus Forecast				
Facility	Actual	Forecast	Difference	
			Absolute	Percent
Transactions				
Powhite Parkway	35,731,433	35,100,000	631,433	1.8%
Downtown Expressway	19,883,141	17,865,000	2,018,141	10.2%
Boulevard Bridge	3,268,183	3,310,000	-41,817	-1.3%
RMTA Total	58,882,757	56,275,000	2,607,757	4.4%
Toll Revenue				
Powhite Parkway	\$22,763,138	\$23,386,000	-\$622,862	-2.7%
Downtown Expressway	\$11,861,989	\$11,202,000	\$659,989	5.6%
Boulevard Bridge	\$947,542	\$1,133,000	-\$185,458	-19.6%
RMTA Total	\$35,572,669	\$35,721,000	-\$148,331	-0.4%

Figure 1-1: Year over Year Employment Growth, in Absolute and Percent Terms (Top) and Monthly RMTA Transactions in FY22 and FY23 (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 as follows:

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.



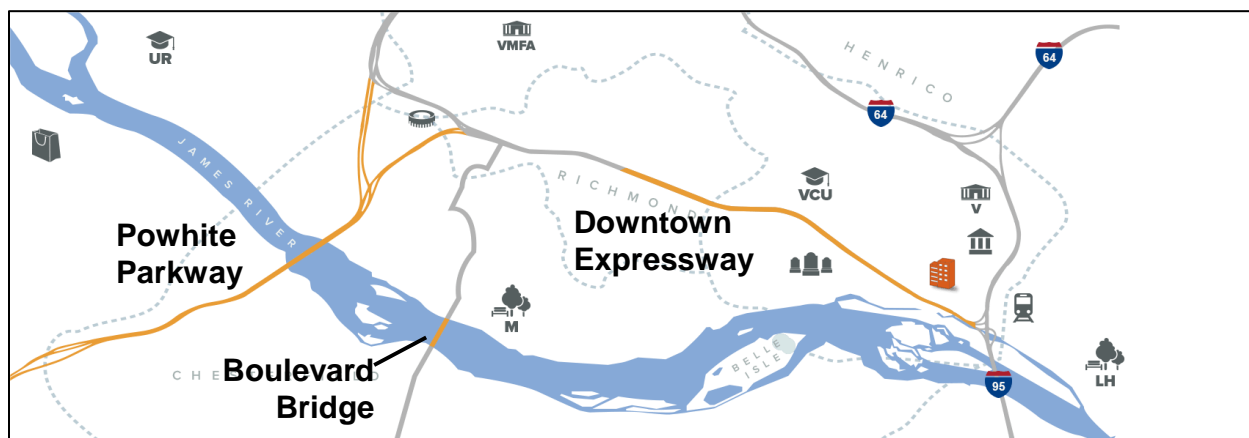
The current RMTA Expressway System consists of three facilities: the Powhite Parkway, the Downtown Expressway, and the Boulevard Bridge. The location of the RMTA Expressway System is shown in Figure 2-1. A further description of the facilities on the RMTA Expressway System follows.

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 Toll Schedule (FY2023)

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

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 Powwhite 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.

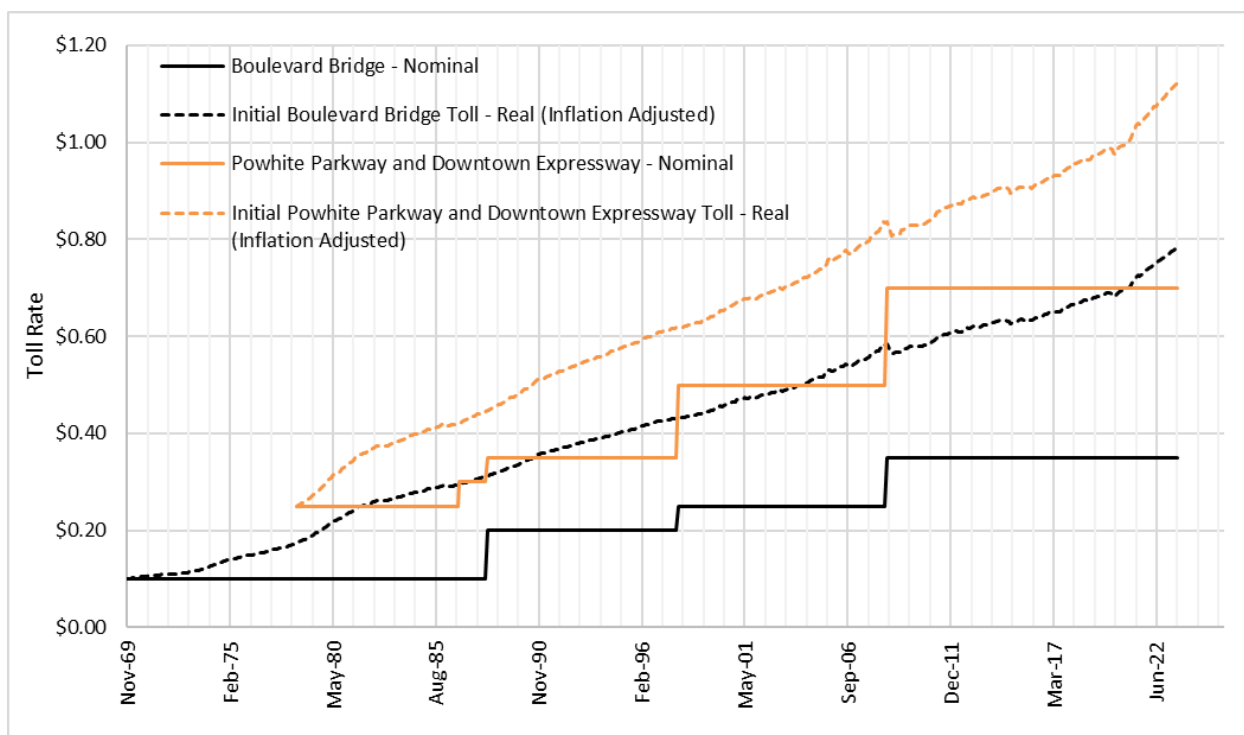
The RMTA has increased tolls throughout the history of the Authority to fund operations, maintenance, and capital needs of their facilities while continuing to meet the demands of the growing traffic base in Richmond. The first toll increase was on July 20, 1978, which raised the two-axle toll at the Powwhite 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 last adjustment providing the toll schedule shown in Table 3-1, removing the difference between cash and electronic payments, before the most recent increase in September 2023.

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 then 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% capacity¹. 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 people². 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.



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

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These decreases in transactions are also owed in part to closures on the Boulevard Bridge due to severe weather conditions in January 2022.

Figure 4-1: RMTA System Transactions, March 1, 2020, through June 30, 2023, compared to pre-COVID-19 Transactions (March 2019-February 2020)

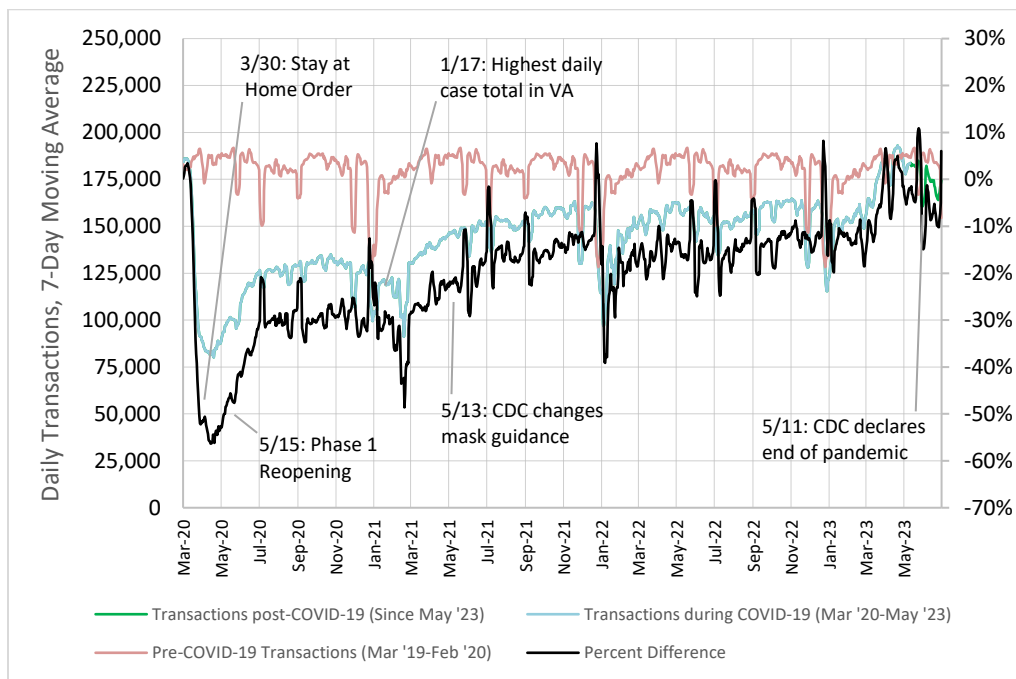


Figure 4-2: Powwhite Parkway Transactions, March 1, 2020, through June 30, 2023, compared to pre-COVID-19 Transactions (March 2019-February 2020)

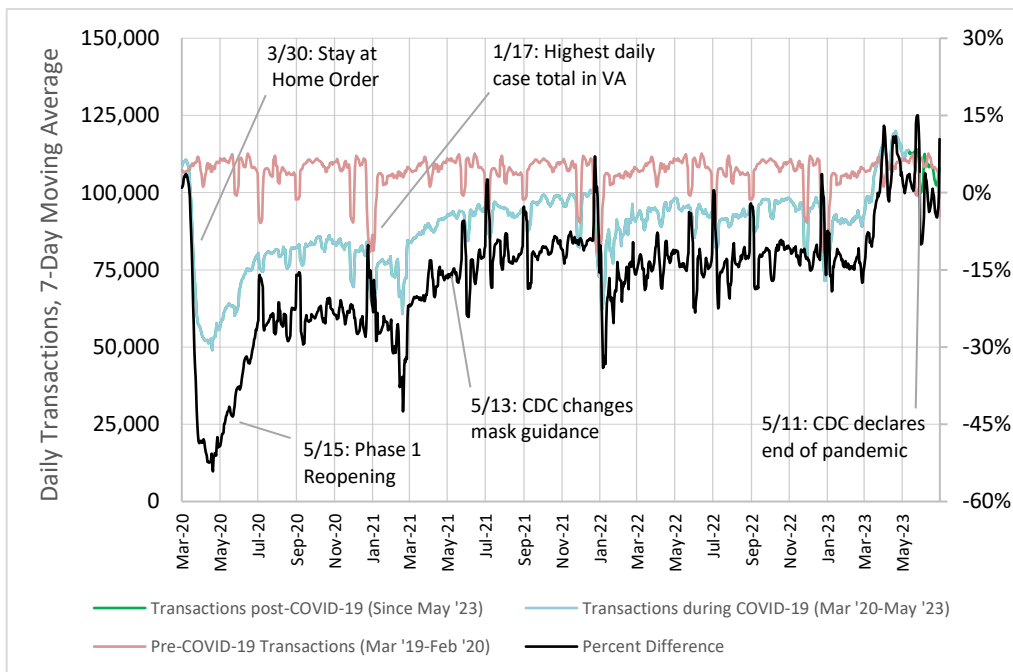


Figure 4-3: Downtown Expressway Transactions, March 1, 2020, through June 30, 2023, compared to pre-COVID-19 Transactions (March 2019-February 2020)

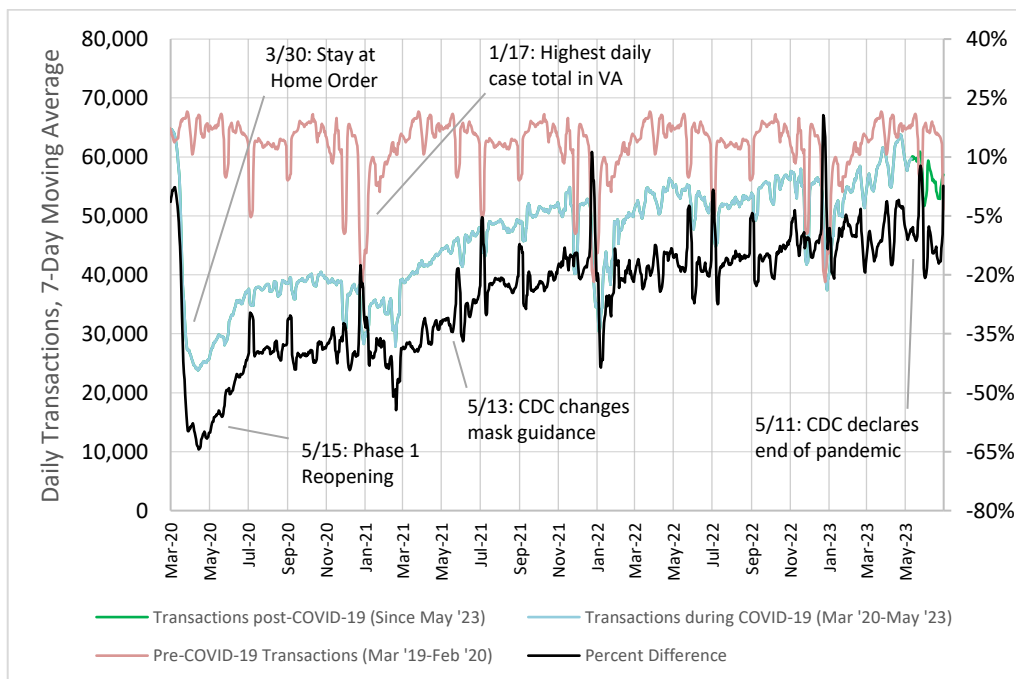
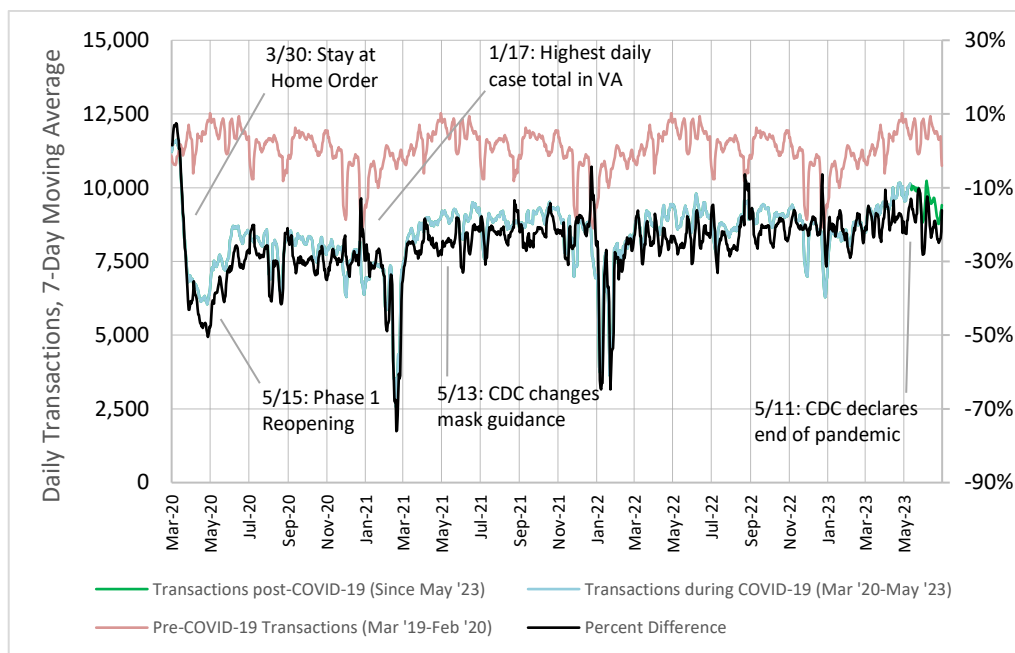


Figure 4-4: Boulevard Bridge Transactions, March 1, 2020, through June 30, 2023, compared to pre-COVID-19 Transactions (March 2019-February 2020)



5.0 FY22 TO FY23 CHANGE

- Overall traffic and revenue increased from FY22 to FY23 by 7% and 5.9%, respectively.
 - The Downtown Expressway transactions increased the most in percent terms at 9.8% and toll revenue decrease by 9.1%.
 - The Powhite Parkway transactions increased by 5.7% and toll revenue increased by 4.7%.
 - The Boulevard Bridge transactions increased by 5.4% and toll revenue decreased by 3.4%.
- The average toll on each facility has been relatively stable except for the Boulevard Bridge in 2023, when average tolls were 8.3% lower than 2022. Figure 5-2 shows the average toll rate by month for each facility and the entire RMTA system for FY 2023.
- Monthly data follows:
 - Between January and June, traffic and revenue were significantly higher in FY23 than FY22.
 - January 2023 has observed a substantial increase in both traffic and revenue in FY23 as compared to FY22.



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- 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 2023, except for the month of February which observed a 9% drop in revenue.

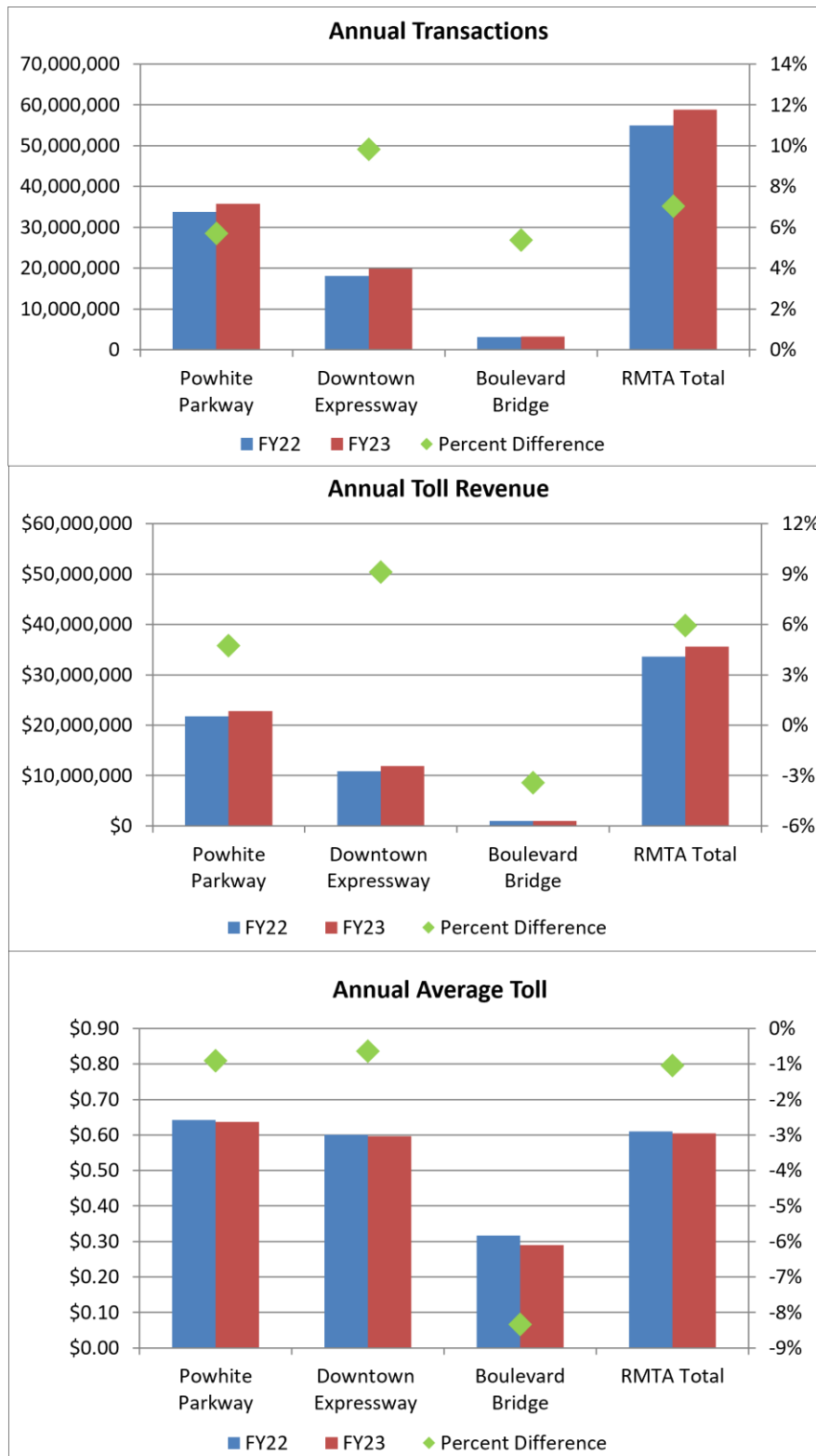
Table 5-1 and Figure 5-1 show the annual change in traffic, revenue, and average toll from FY22 to FY23 for each RMTA facility and the system as a whole. Table 5-2 shows the change in traffic and revenue from FY22 to FY23 for each month on the RMTA System and specifically on the Powhite Parkway. Table 5-3 shows the change in traffic and revenue from FY22 to FY23 for each month on the Downtown Expressway and the Boulevard Bridge. Figure 5-2 shows the average toll rates for all months of FY23 for each facility and the whole system.

Table 5-1: RMTA Change in Traffic, Revenue and Average Toll, FY22 to FY23

FY22 to FY23				
Facility	FY22	FY23	Difference	
			Absolute	Percent
Transactions				
Powhite Parkway	33,804,764	35,731,433	1,926,669	5.7%
Downtown Expressway	18,103,616	19,883,141	1,779,525	9.8%
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Downtown Expressway	\$10,870,442	\$11,861,989	\$991,547	9.1%
Boulevard Bridge	\$981,071	\$947,542	-\$33,529	-3.4%
RMTA Total	\$33,583,276	\$35,572,669	\$1,989,393	5.9%
Average Toll				
Powhite Parkway	\$0.643	\$0.637	-\$0.0058	-0.9%
Downtown Expressway	\$0.600	\$0.597	-\$0.0039	-0.6%
Boulevard Bridge	\$0.316	\$0.290	-\$0.0264	-8.3%
RMTA Total	\$0.610	\$0.604	-\$0.0064	-1.0%

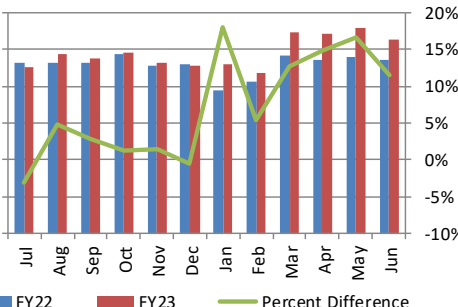
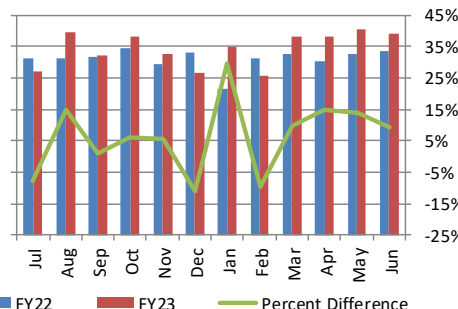
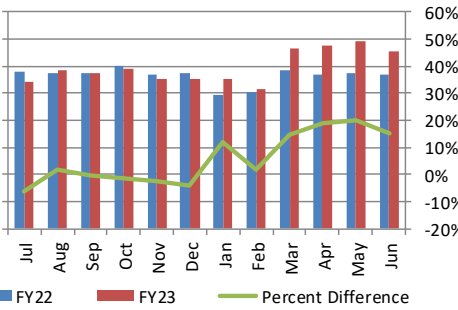
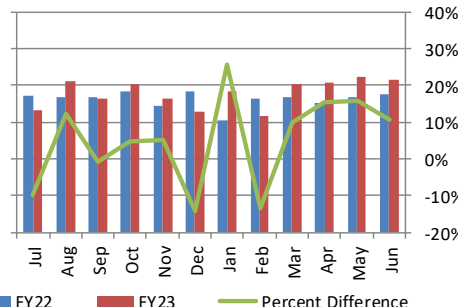


Figure 5-1: RMTA Change in Traffic, Revenue and Average Toll, FY22 to FY23



FY 2023 ANNUAL TRAFFIC AND TOLL REVENUE REPORT

Table 5-2: Change in Monthly Traffic and Revenue on the RMTA System and Powhite Parkway, FY22 to FY23

RMTA Total					
Month	FY22	FY23	Difference		
			Absolute	Percent	
Transactions					
Jul	4,646,302	4,503,399	-142,903	-3.1%	
Aug	4,632,995	4,858,929	225,934	4.9%	
Sep	4,637,356	4,766,728	129,372	2.8%	
Oct	4,856,683	4,918,278	61,595	1.3%	
Nov	4,564,215	4,627,428	63,213	1.4%	
Dec	4,597,140	4,569,526	-27,614	-0.6%	
Jan	3,899,202	4,598,340	699,138	17.9%	
Feb	4,129,574	4,347,964	218,390	5.3%	
Mar	4,839,495	5,452,357	612,862	12.7%	
Apr	4,725,524	5,424,998	699,474	14.8%	
May	4,773,455	5,563,559	790,104	16.6%	
Jun	4,708,123	5,251,251	543,128	11.5%	
Total	55,010,064	58,882,757	3,872,693	7.0%	
Toll Revenue					
Jul	\$2,815,843	\$2,601,744	-\$214,099	-7.6%	
Aug	\$2,806,276	\$3,216,707	\$410,431	14.6%	
Sep	\$2,830,514	\$2,852,036	\$21,522	0.8%	
Oct	\$2,970,347	\$3,152,667	\$182,320	6.1%	
Nov	\$2,709,555	\$2,866,077	\$156,522	5.8%	
Dec	\$2,897,532	\$2,571,888	-\$325,644	-11.2%	
Jan	\$2,319,562	\$2,999,845	\$680,283	29.3%	
Feb	\$2,807,558	\$2,538,044	-\$269,514	-9.6%	
Mar	\$2,866,923	\$3,144,518	\$277,595	9.7%	
Apr	\$2,751,219	\$3,153,010	\$401,791	14.6%	
May	\$2,874,823	\$3,270,291	\$395,468	13.8%	
Jun	\$2,933,124	\$3,205,842	\$272,718	9.3%	
Total	\$33,583,276	\$35,572,669	\$1,989,393	5.9%	
Powhite Parkway					
Month	FY22	FY23	Difference		
			Absolute	Percent	
Transactions					
Jul	2,900,557	2,715,280	-185,277	-6.4%	
Aug	2,876,970	2,921,905	44,935	1.6%	
Sep	2,867,717	2,862,079	-5,638	-0.2%	
Oct	2,998,783	2,950,714	-48,069	-1.6%	
Nov	2,839,782	2,774,807	-64,975	-2.3%	
Dec	2,873,068	2,760,338	-112,730	-3.9%	
Jan	2,464,504	2,764,090	299,586	12.2%	
Feb	2,520,938	2,562,087	41,149	1.6%	
Mar	2,912,259	3,336,681	424,422	14.6%	
Apr	2,841,626	3,374,211	532,585	18.7%	
May	2,871,582	3,444,283	572,701	19.9%	
Jun	2,836,978	3,264,958	427,980	15.1%	
Total	33,804,764	35,731,433	1,926,669	5.7%	
Toll Revenue					
Jul	\$1,851,385	\$1,668,010	-\$183,375	-9.9%	
Aug	\$1,835,867	\$2,057,458	\$221,591	12.1%	
Sep	\$1,831,343	\$1,818,437	-\$12,906	-0.7%	
Oct	\$1,917,734	\$2,007,907	\$90,173	4.7%	
Nov	\$1,729,913	\$1,822,140	\$92,227	5.3%	
Dec	\$1,912,303	\$1,644,046	-\$268,257	-14.0%	
Jan	\$1,529,757	\$1,924,812	\$395,055	25.8%	
Feb	\$1,819,101	\$1,577,770	-\$241,331	-13.3%	
Mar	\$1,830,902	\$2,008,736	\$177,834	9.7%	
Apr	\$1,755,638	\$2,027,761	\$272,123	15.5%	
May	\$1,835,391	\$2,123,129	\$287,738	15.7%	
Jun	\$1,882,429	\$2,082,932	\$200,503	10.7%	
Total	\$21,731,763	\$22,763,138	\$1,031,375	4.7%	



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Table 5-3: Change in Monthly Traffic and Revenue on the Downtown Expressway and Boulevard Bridge, FY22 to FY23

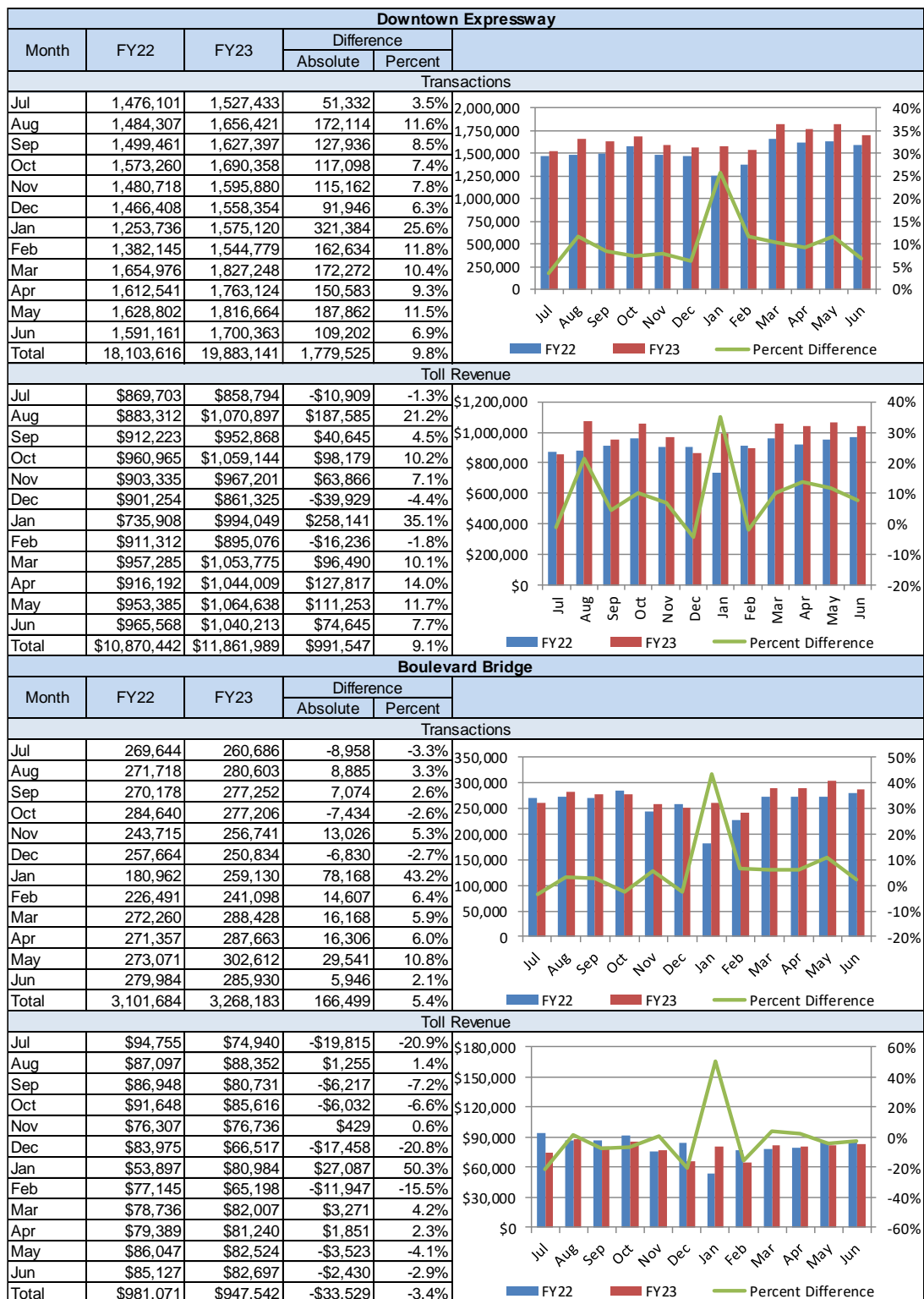
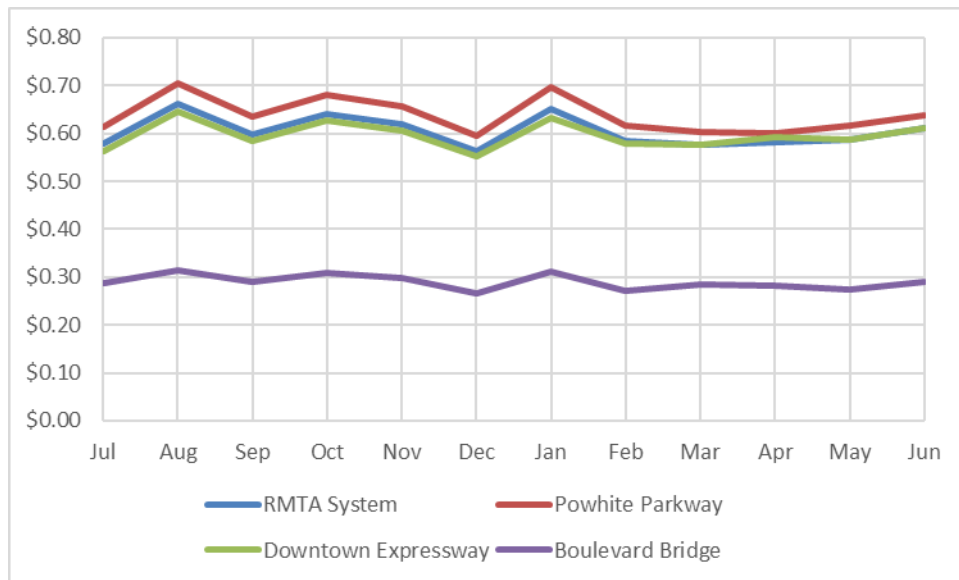


Figure 5-2: Average Toll Rates on RMTA Facilities in FY23



6.0 FY22 ACTUAL VS. FORECAST

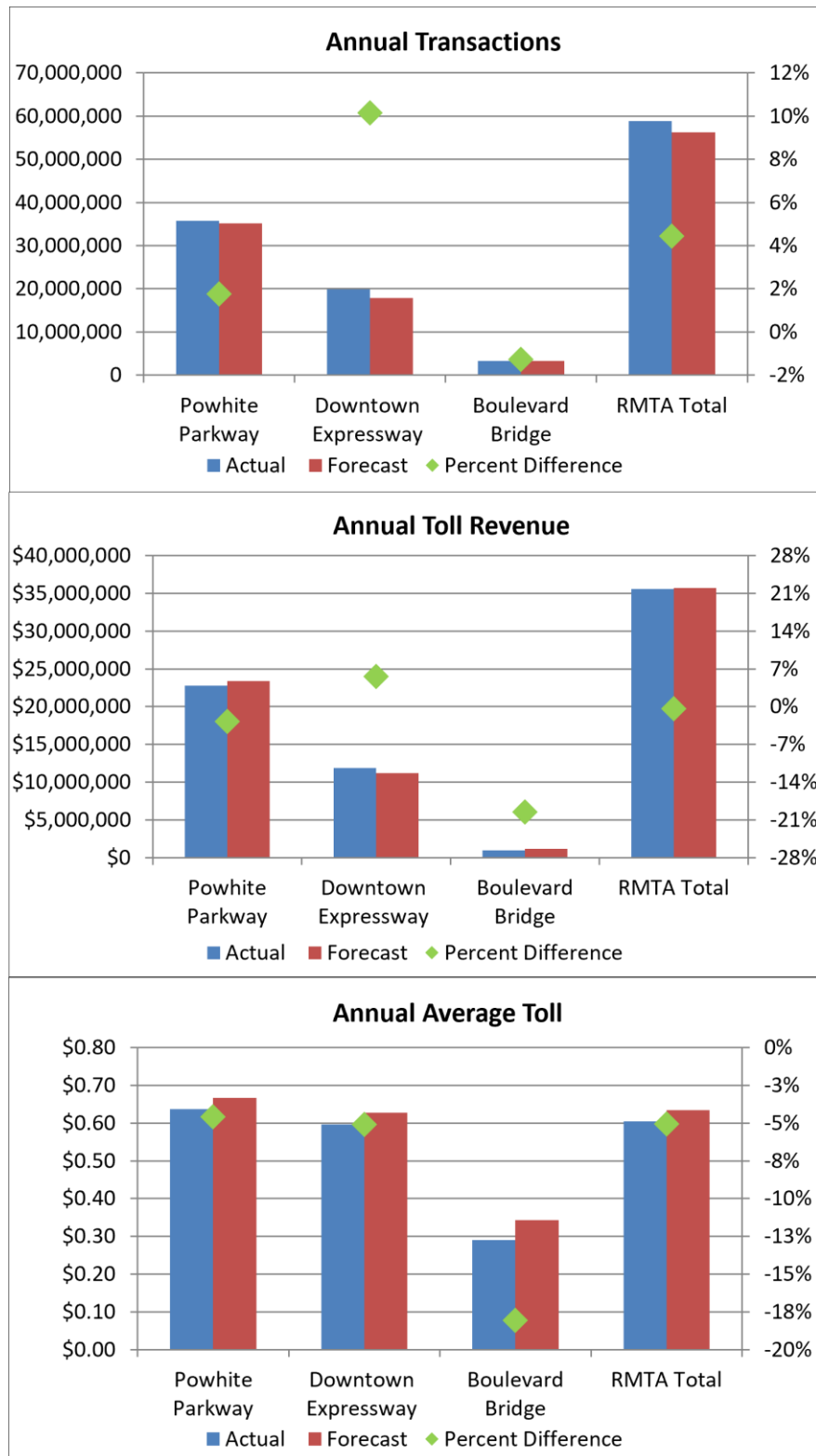
FY22 onwards entailed a single forecast as opposed to the FY21 forecast which consisted of three scenarios of COVID-19 (Short/Mid/Long). The FY21 forecasts showed total traffic and revenue for the RMTA system most closely resembled the “Mid-Duration” forecast. For FY23, the forecast is comprised of a single scenario against which actual performance is measured. Table 6-1 and Figure 6-1 compare the FY23 actual annual traffic, revenue, average toll for the RMTA system and its facilities to the FY23 forecasts. Table 6-2, Table 6-3, Table 6-4, and Table 6-5 compare the FY23 actual monthly traffic and revenue to the FY23 forecasts for the RMTA system, Powhite Parkway, Downtown Expressway, and Boulevard Bridge, respectively.

Table 6-1: RMTA Traffic, Revenue and Average Toll, FY23 Actual vs. Forecast

FY23 - Actual versus Forecast				
Facility	Actual	Forecast	Difference	
			Absolute	Percent
Transactions				
Powhite Parkway	35,731,433	35,100,000	631,433	1.8%
Downtown Expressway	19,883,141	17,865,000	2,018,141	10.2%
Boulevard Bridge	3,268,183	3,310,000	-41,817	-1.3%
RMTA Total	58,882,757	56,275,000	2,607,757	4.4%
Toll Revenue				
Powhite Parkway	\$22,763,138	\$23,386,000	-\$622,862	-2.7%
Downtown Expressway	\$11,861,989	\$11,202,000	\$659,989	5.6%
Boulevard Bridge	\$947,542	\$1,133,000	-\$185,458	-19.6%
RMTA Total	\$35,572,669	\$35,721,000	-\$148,331	-0.4%
Average Toll				
Powhite Parkway	\$0.637	\$0.666	-\$0.0292	-4.6%
Downtown Expressway	\$0.597	\$0.627	-\$0.0305	-5.1%
Boulevard Bridge	\$0.290	\$0.342	-\$0.0524	-18.1%
RMTA Total	\$0.604	\$0.635	-\$0.0306	-5.1%

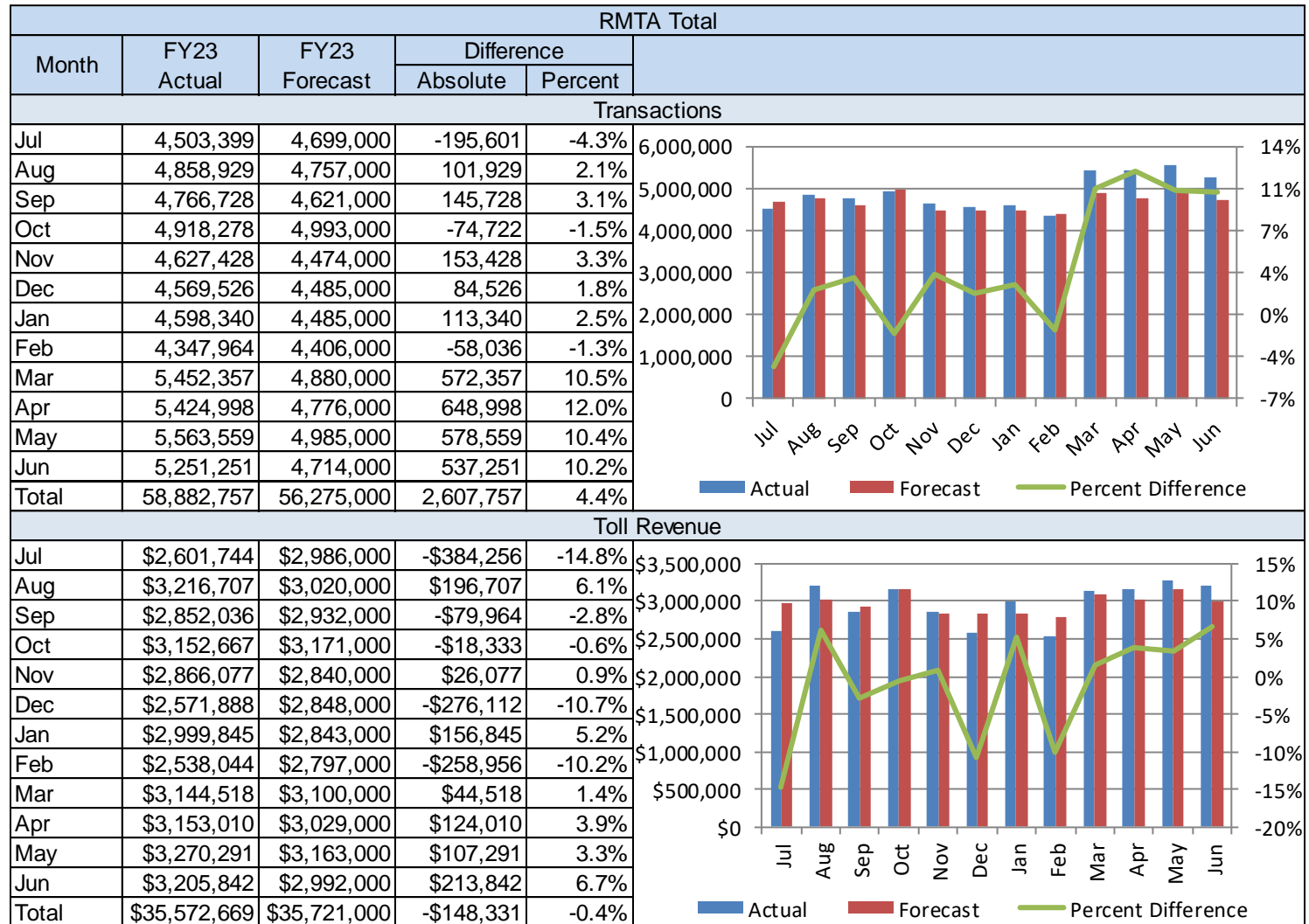


Figure 6-1: RMTA Traffic, Revenue and Average Toll, FY23 Actual vs. Forecast



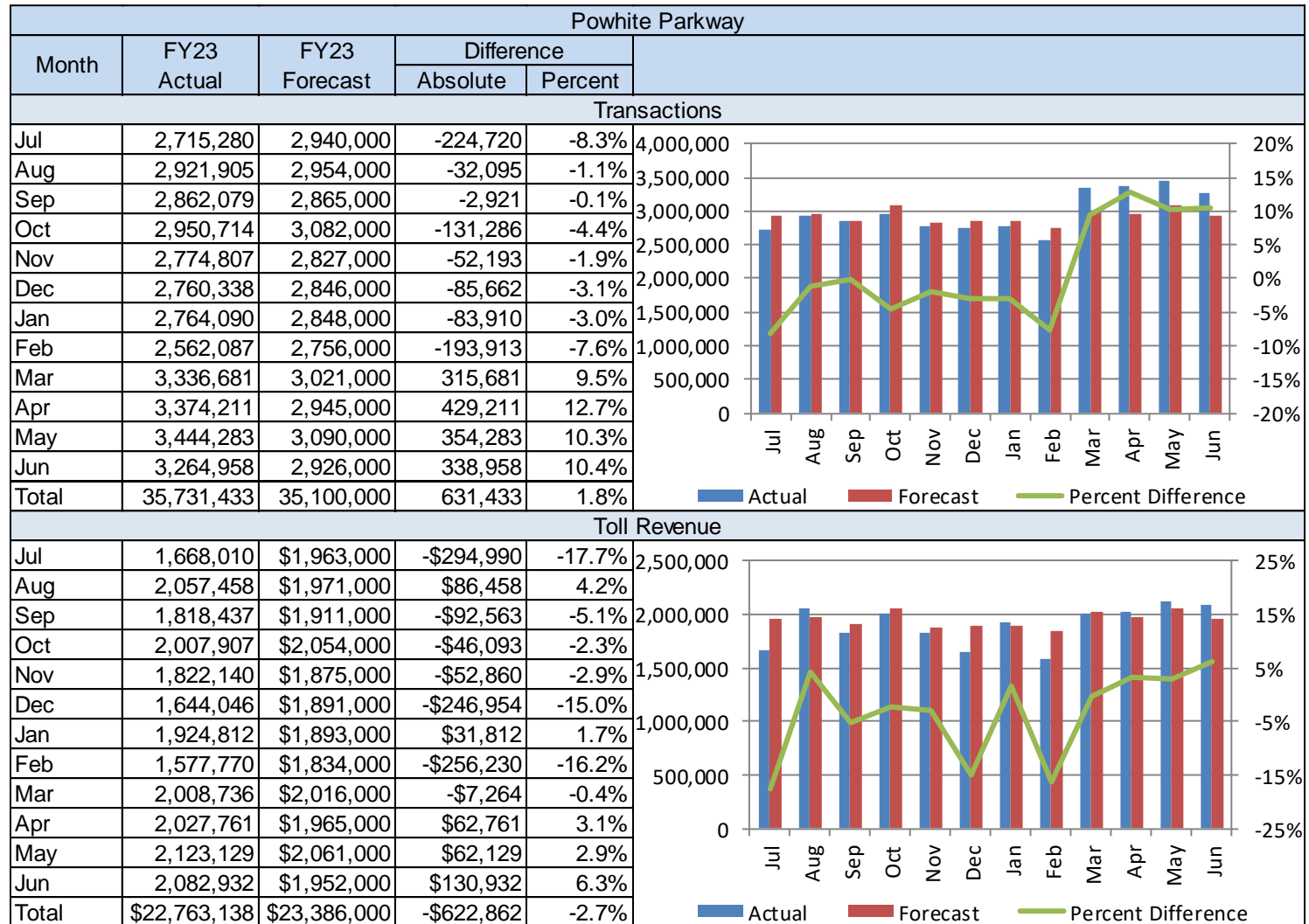
FY 2023 ANNUAL TRAFFIC AND TOLL REVENUE REPORT

Table 6-2: RMTA System Traffic and Revenue, FY23 Actual vs. Forecast



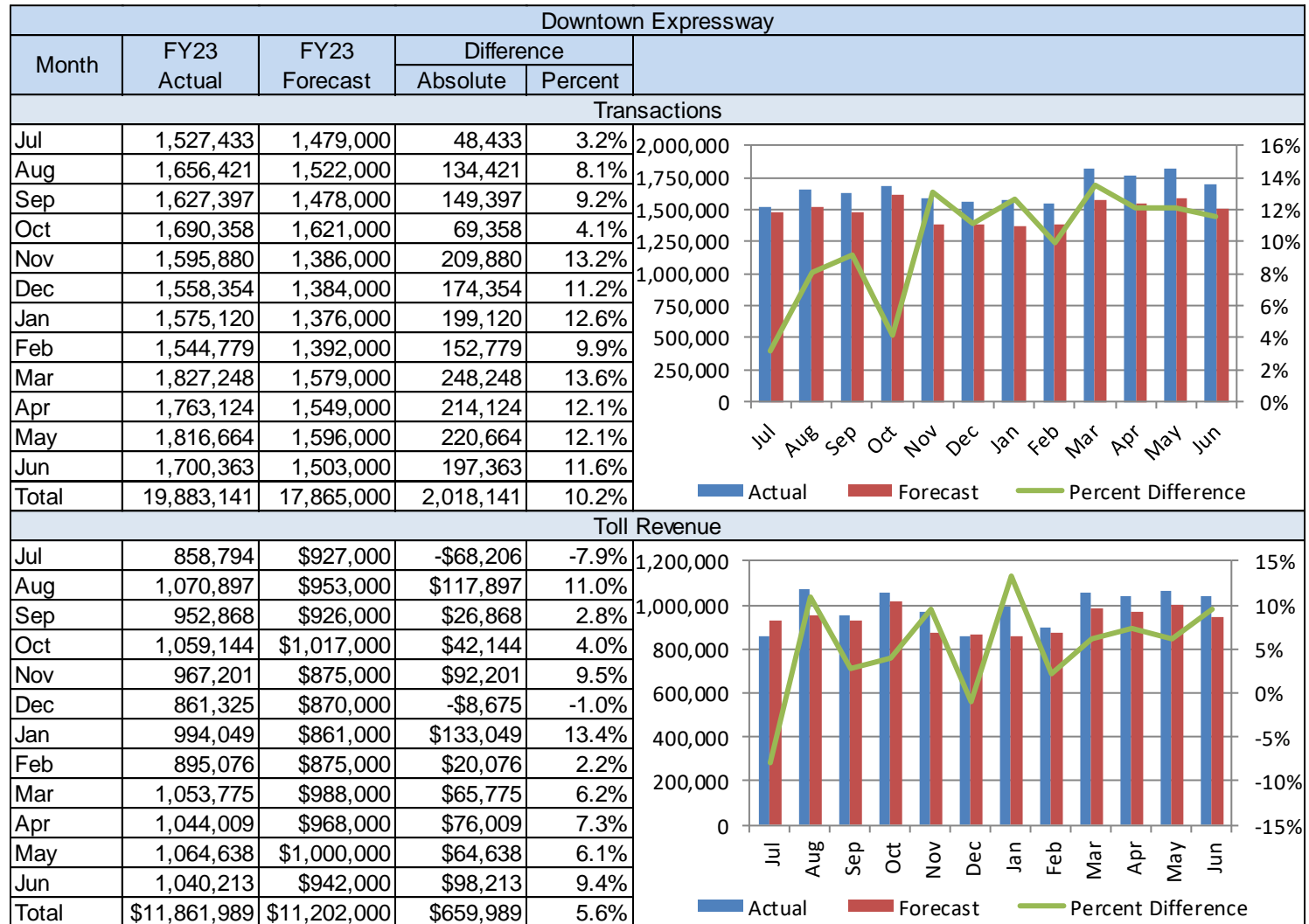
FY 2023 ANNUAL TRAFFIC AND TOLL REVENUE REPORT

Table 6-3: Powhite Parkway Traffic and Revenue, FY23 Actual vs. Forecast



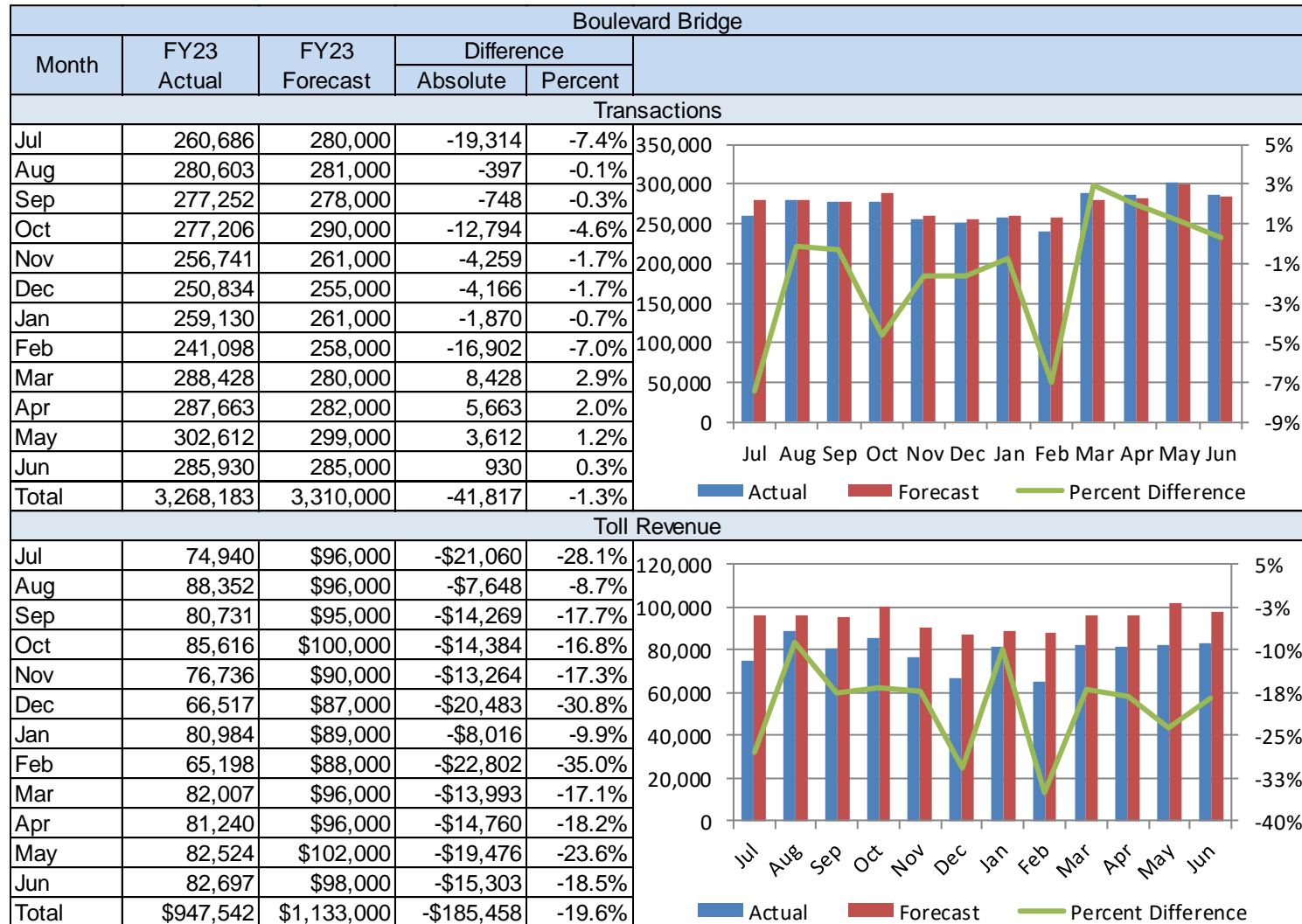
FY 2023 ANNUAL TRAFFIC AND TOLL REVENUE REPORT

Table 6-4: Downtown Expressway Traffic and Revenue, FY23 Actual vs. Forecast



FY 2023 ANNUAL TRAFFIC AND TOLL REVENUE REPORT

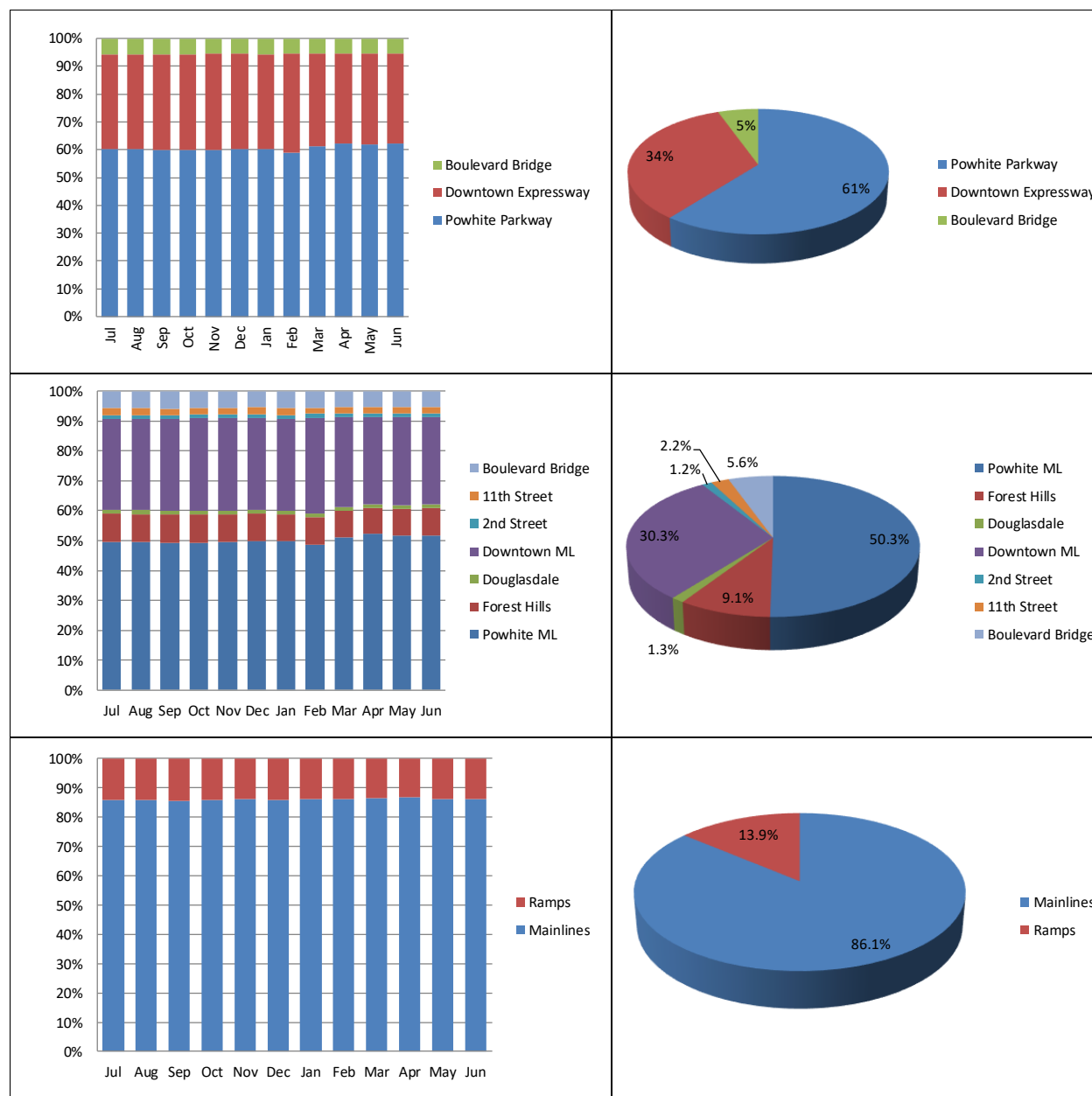
Table 6-5: Boulevard Bridge Traffic and Revenue, FY23 Actual vs. Forecast



7.0 FY22 PERCENT SHARE OF TRAFFIC BY FACILITY

This section presents the percent share of transactions by month and facility as well as total for FY2023. Figure 7-1 shows the percent share of transactions by month and facility. Powwhite Parkway observes the highest amount of transactions, at 61% of the total RMTA system. Downtown Expressway has consistently observed a steady flow of traffic, seeing a slight uptick in transactions in February 2023.

Figure 7-1: Percent Share of Transactions FY 2023



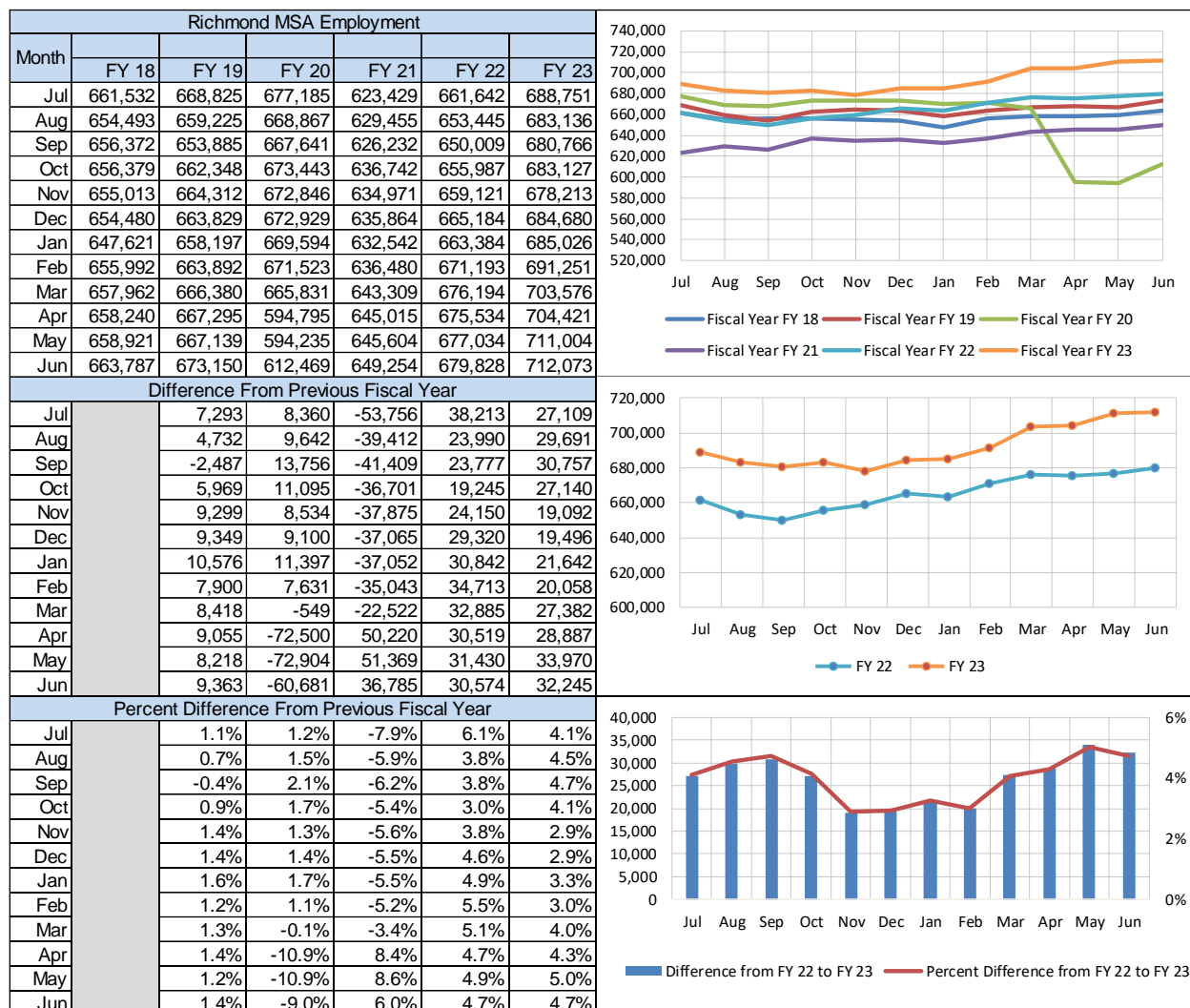
8.0 EMPLOYMENT TRENDS

- 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 FY23 was November 2022, when there were about 678,200 jobs.
- Employment in the most recent month (June 2023) was about 712,000 which is 5.8% higher 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 8-1 shows the monthly employment for the Richmond MSA from FY18 to FY23.



Table 8-1: Richmond MSA Employment Analysis



9.0 GAS PRICE TRENDS

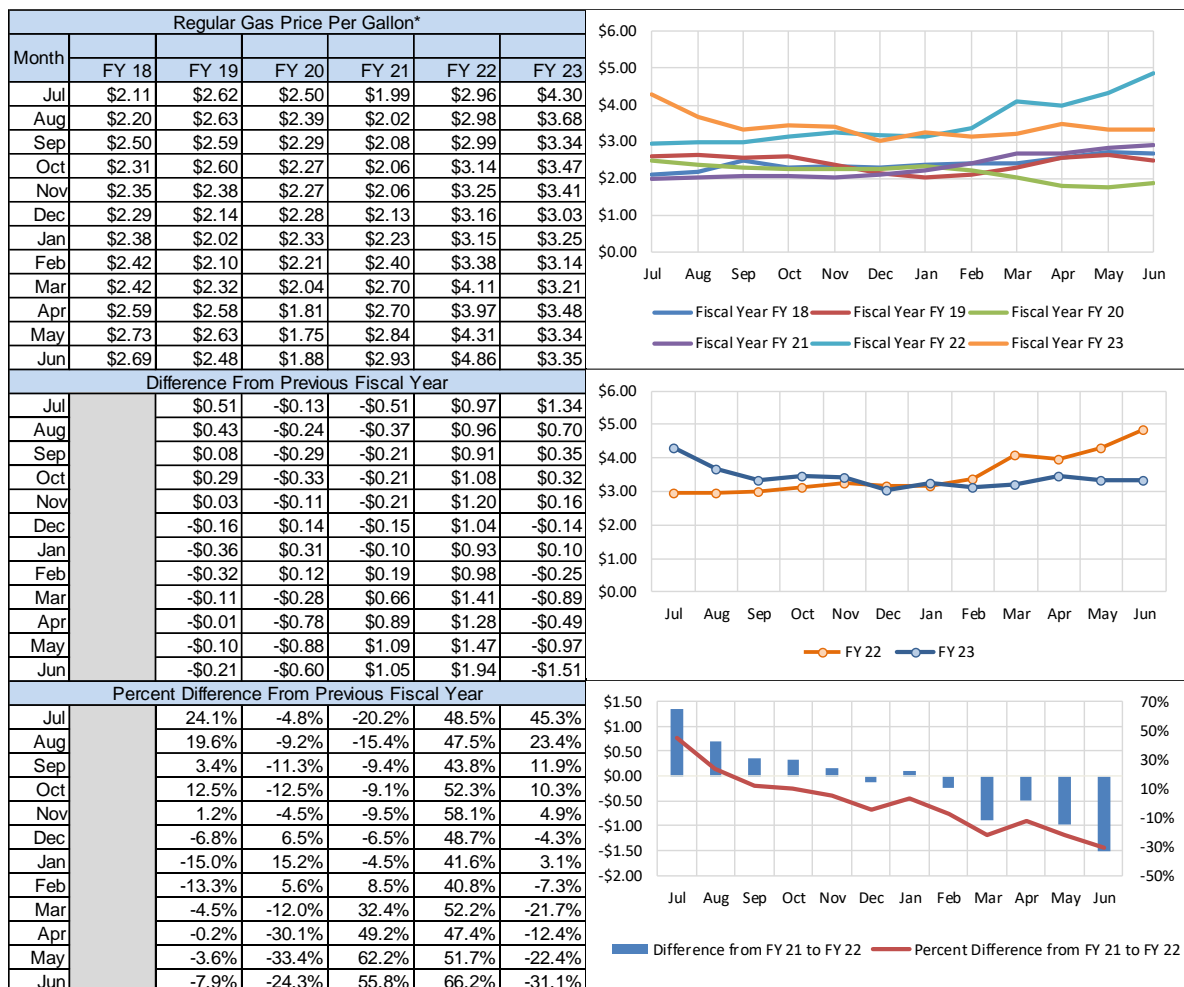
- FY2022 was marked with large increases in gas prices, with average prices between \$2.96 and \$4.7 per gallon.
- Nationally, June 2022 saw a historic surge with gas prices averaging at \$5.02 – an all-time high.
- Gas prices began cooling in July 2023, and have since stabilized below \$3.5 in FY2023.

Table 9-1 shows the average monthly gas price in the Lower Atlantic area from FY18 to FY23.



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Table 9-1: Gasoline Price Analysis



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

Source: US Energy Information Administration

10.0 FY23 ACTUAL TO FY24 FORECASTS

- The major driver of transaction and revenue forecasts from FY23 to FY24 was the adjustment of the toll schedule anticipated and implemented on September 1, 2024, thus an estimated lowering of transactions and increase in revenues.
- Traffic results from Stantec's FY24 forecast range from -7.2% to -0.2% than the actual FY23. Toll revenue results from Stantec's FY24 forecast are 19.1% to 38.5% higher than the actual FY22 toll revenue.
- Powwhite Parkway has outperformed the transactions forecast by 7.2% while Boulevard Bridge fell short of the forecast the most by 38.5% in terms of revenue.



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- The FY23 average toll rate is expected to vary by 28.6% from FY22.

RMTA Expressway toll rates have increased since September 2023 with the introduction of a discounted toll rate for E-ZPass transactions³. Effective from September 2023, RMTA facilities operate on toll rates shown in Table 10-1.

Table 10-1 RMTA Expressway Toll Schedule (FY2024)

Facility	Vehicle Class				
	2 Axle (Cash)	2 Axle (E-Zpass)	3 Axle	4 Axle	5+ Axle
Powhite Parkway					
Mainline Plaza	\$1.00	\$0.90	\$1.10	\$1.20	\$1.30
Forest Hill Avenue	\$1.00	\$0.90	\$1.10	\$1.20	\$1.30
Douglasdale Road	\$0.50	\$0.45	\$1.00	\$1.10	\$1.20
Downtown Expressway					
Mainline Plaza	\$1.00	\$0.90	\$1.10	\$1.20	\$1.30
Second Street	\$0.50	\$0.45	\$1.00	\$1.10	\$1.20
Eleventh Street	\$0.50	\$0.45	\$1.00	\$1.10	\$1.20
Boulevard Bridge	\$0.50	\$0.45	\$1.00	NA	NA



News coverage of the toll increase can be found here:

³ [These Richmond, VA, tolls are going up after vote](#)

FY 2023 ANNUAL TRAFFIC AND TOLL REVENUE REPORT

Error! Not a valid bookmark self-reference. and Figure 10-1 compare the annual FY23 actual transactions, revenue, and average toll rate to the FY24 forecast for each facility and the RMTA system. Table 10-3 compares the monthly FY23 actual transactions and revenue to the FY24 forecast for the RMTA system and the Powhite Parkway. Table 10-4 compares the monthly FY23 actual transactions and revenue to the FY24 forecast for the Downtown Expressway and Boulevard Bridge.

Table 10-2: Transactions, Revenue and Average Toll, FY23 vs FY24 Forecast

FY23 to FY24 Forecast				
Facility	FY23	FY24 Forecast	Difference	
			Absolute	Percent
Transactions				
Powhite Parkway	35,731,433	33,174,000	-2,557,433	-7.2%
Downtown Expressway	19,883,141	19,848,000	-35,141	-0.2%
Boulevard Bridge	3,268,183	3,178,000	-90,183	-2.8%
RMTA Total	58,882,757	56,200,000	-2,682,757	-4.6%
Toll Revenue				
Powhite Parkway	\$22,763,138	\$27,102,000	\$4,338,862	19.1%
Downtown Expressway	\$11,861,989	\$15,243,000	\$3,381,011	28.5%
Boulevard Bridge	\$947,542	\$1,312,000	\$364,458	38.5%
RMTA Total	\$35,572,669	\$43,657,000	\$8,084,331	22.7%
Average Toll				
Powhite Parkway	\$0.637	\$0.817	\$0.1799	28.2%
Downtown Expressway	\$0.597	\$0.768	\$0.1714	28.7%
Boulevard Bridge	\$0.290	\$0.413	\$0.1229	42.4%
RMTA Total	\$0.604	\$0.777	\$0.1727	28.6%



Figure 10-1: Transactions, Revenue and Average Toll, FY23 vs FY24 Forecast

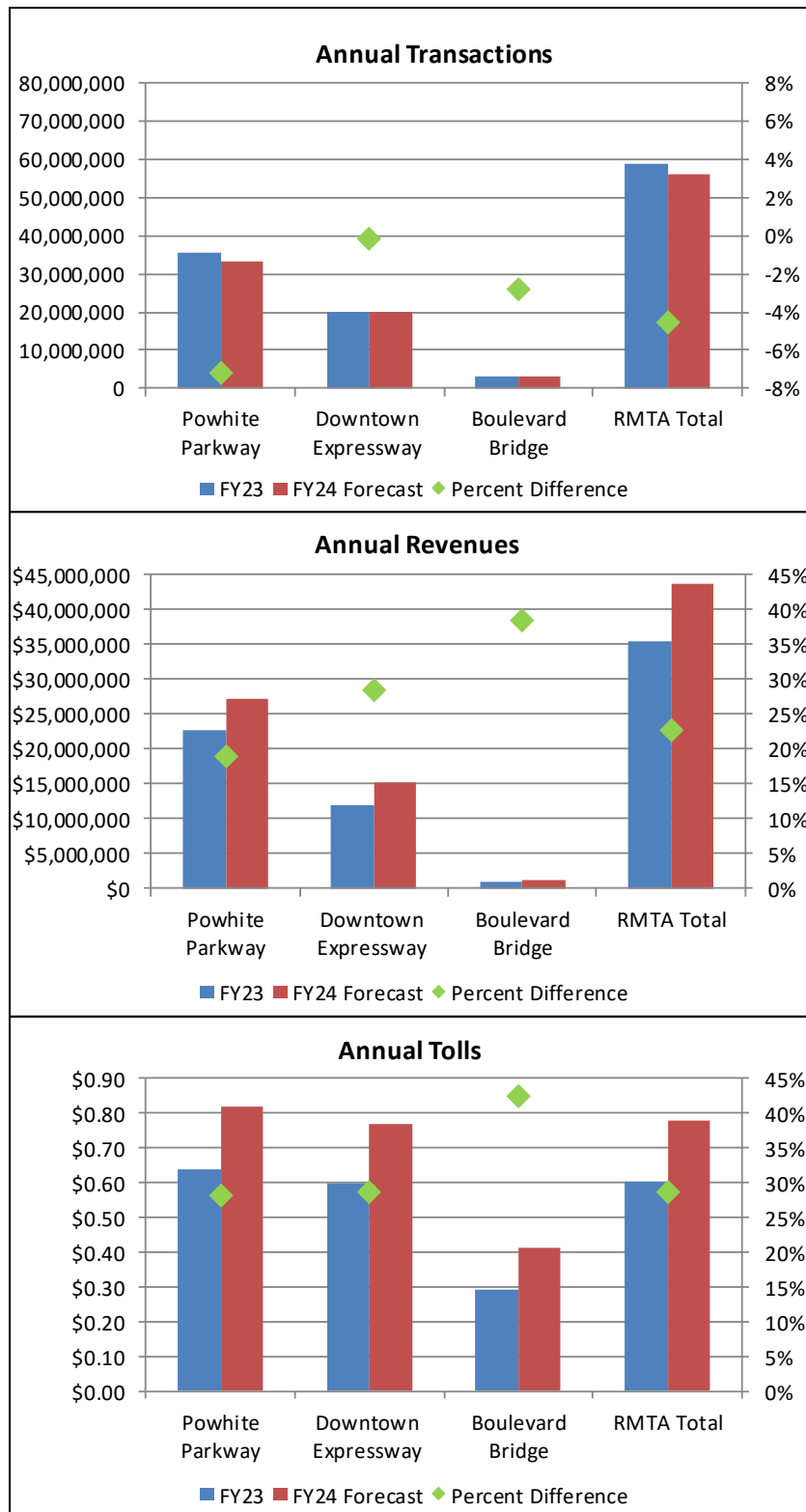


Table 10-3: Monthly Transactions and Revenue for the RMTA System and Powwhite Parkway, FY23 vs FY24 Forecast

RMTA Total				
Month	FY23	FY 24 Forecast	Growth	
			Absolute	Percent
Transactions				
Jul	4,503,399	4,653,000	149,601	3.3%
Aug	4,858,929	5,021,000	162,071	3.3%
Sep	4,766,728	4,611,000	-155,728	-3.3%
Oct	4,918,278	4,758,000	-160,278	-3.3%
Nov	4,627,428	4,476,000	-151,428	-3.3%
Dec	4,569,526	4,419,000	-150,526	-3.3%
Jan	4,598,340	4,447,000	-151,340	-3.3%
Feb	4,347,964	4,241,000	-106,964	-2.5%
Mar	5,452,357	4,974,000	-478,357	-8.8%
Apr	5,424,998	4,857,000	-567,998	-10.5%
May	5,563,559	4,906,000	-657,559	-11.8%
Jun	5,251,251	4,837,000	-414,251	-7.9%
Total	58,882,757	56,200,000	-2,682,757	-4.6%
Toll Revenue				
Jul	\$2,601,744	\$2,850,000	\$248,256	9.5%
Aug	\$3,216,707	\$3,075,000	-\$141,707	-4.4%
Sep	\$2,852,036	\$3,737,000	\$884,964	31.0%
Oct	\$3,152,667	\$3,858,000	\$705,333	22.4%
Nov	\$2,866,077	\$3,632,000	\$765,923	26.7%
Dec	\$2,571,888	\$3,588,000	\$1,016,112	39.5%
Jan	\$2,999,845	\$3,609,000	\$609,155	20.3%
Feb	\$2,538,044	\$3,444,000	\$905,956	35.7%
Mar	\$3,144,518	\$4,033,000	\$888,482	28.3%
Apr	\$3,153,010	\$3,936,000	\$782,990	24.8%
May	\$3,270,291	\$3,977,000	\$706,709	21.6%
Jun	\$3,205,842	\$3,918,000	\$712,158	22.2%
Total	\$35,572,669	\$43,657,000	\$8,084,331	22.7%

This chart displays the monthly performance for RMTA Total. The left y-axis represents Transactions (0 to 6,000,000) and the right y-axis represents Percent Difference (-16% to 8%). Blue bars represent FY23 Transactions, red bars represent FY 24 Forecast Transactions, and a green line represents the Percent Difference. The data shows a general decline in transactions from July to June, with a significant drop in the forecast for March and April. The percent difference fluctuates, peaking in December and January.

Month	FY23 Transactions	FY 24 Forecast Transactions	Percent Difference
Jul	4,503,399	4,653,000	3.3%
Aug	4,858,929	5,021,000	3.3%
Sep	4,766,728	4,611,000	-3.3%
Oct	4,918,278	4,758,000	-3.3%
Nov	4,627,428	4,476,000	-3.3%
Dec	4,569,526	4,419,000	-3.3%
Jan	4,598,340	4,447,000	-3.3%
Feb	4,347,964	4,241,000	-2.5%
Mar	5,452,357	4,974,000	-8.8%
Apr	5,424,998	4,857,000	-10.5%
May	5,563,559	4,906,000	-11.8%
Jun	5,251,251	4,837,000	-7.9%

Powwhite Parkway				
Month	FY23	FY 24 Forecast	Growth	
			Absolute	Percent
Transactions				
Jul	2,715,280	2,781,000	65,720	2.4%
Aug	2,921,905	2,993,000	71,095	2.4%
Sep	2,862,079	2,740,000	-122,079	-4.3%
Oct	2,950,714	2,825,000	-125,714	-4.3%
Nov	2,774,807	2,656,000	-118,807	-4.3%
Dec	2,760,338	2,642,000	-118,338	-4.3%
Jan	2,764,090	2,646,000	-118,090	-4.3%
Feb	2,562,087	2,504,000	-58,087	-2.3%
Mar	3,336,681	2,893,000	-443,681	-13.3%
Apr	3,374,211	2,823,000	-551,211	-16.3%
May	3,444,283	2,853,000	-591,283	-17.2%
Jun	3,264,958	2,818,000	-446,958	-13.7%
Total	35,731,433	33,174,000	-2,557,433	-7.2%
Toll Revenue				
Jul	\$1,668,010	\$1,788,000	\$119,990	7.2%
Aug	\$2,057,458	\$1,924,000	-\$133,458	-6.5%
Sep	\$1,818,437	\$2,339,000	\$520,563	28.6%
Oct	\$2,007,907	\$2,411,000	\$403,093	20.1%
Nov	\$1,822,140	\$2,267,000	\$444,860	24.4%
Dec	\$1,644,046	\$2,256,000	\$611,954	37.2%
Jan	\$1,924,812	\$2,259,000	\$334,188	17.4%
Feb	\$1,577,770	\$2,138,000	\$560,230	35.5%
Mar	\$2,008,736	\$2,469,000	\$460,264	22.9%
Apr	\$2,027,761	\$2,410,000	\$382,239	18.9%
May	\$2,123,129	\$2,435,000	\$311,871	14.7%
Jun	\$2,082,932	\$2,406,000	\$323,068	15.5%
Total	\$22,763,138	\$27,102,000	\$4,338,862	19.1%

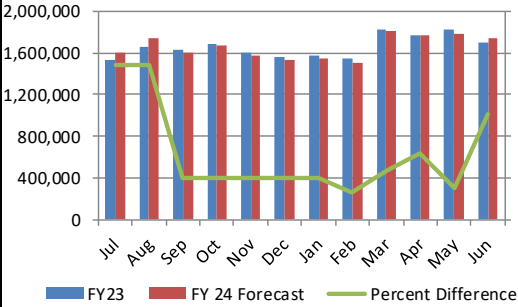
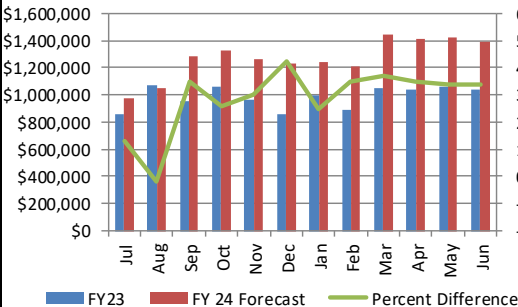
This chart displays the monthly performance for Powwhite Parkway. The left y-axis represents Transactions (0 to 4,000,000) and the right y-axis represents Percent Difference (-22% to 10%). Blue bars represent FY23 Transactions, red bars represent FY 24 Forecast Transactions, and a green line represents the Percent Difference. The data shows a general decline in transactions from July to June, with a significant drop in the forecast for March and April. The percent difference fluctuates, peaking in December and January.

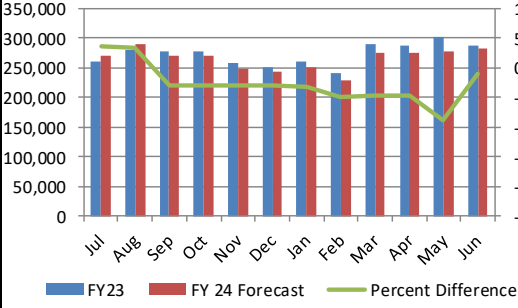
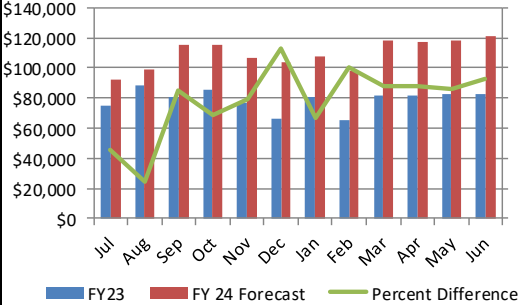
Month	FY23 Transactions	FY 24 Forecast Transactions	Percent Difference
Jul	2,715,280	2,781,000	2.4%
Aug	2,921,905	2,993,000	2.4%
Sep	2,862,079	2,740,000	-4.3%
Oct	2,950,714	2,825,000	-4.3%
Nov	2,774,807	2,656,000	-4.3%
Dec	2,760,338	2,642,000	-4.3%
Jan	2,764,090	2,646,000	-4.3%
Feb	2,562,087	2,504,000	-2.3%
Mar	3,336,681	2,893,000	-13.3%
Apr	3,374,211	2,823,000	-16.3%
May	3,444,283	2,853,000	-17.2%
Jun	3,264,958	2,818,000	-13.7%



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Table 10-4: Monthly Transactions and Revenue for the Downtown Expressway and Boulevard Bridge, FY23 vs FY24 Forecast

Downtown Expressway					
Month	FY23	FY 24 Forecast	Growth		
			Absolute	Percent	
Transactions					
Jul	1,527,433	1,602,000	74,567	4.9%	
Aug	1,656,421	1,738,000	81,579	4.9%	
Sep	1,627,397	1,602,000	-25,397	-1.6%	
Oct	1,690,358	1,664,000	-26,358	-1.6%	
Nov	1,595,880	1,571,000	-24,880	-1.6%	
Dec	1,558,354	1,534,000	-24,354	-1.6%	
Jan	1,575,120	1,550,000	-25,120	-1.6%	
Feb	1,544,779	1,508,000	-36,779	-2.4%	
Mar	1,827,248	1,806,000	-21,248	-1.2%	
Apr	1,763,124	1,760,000	-3,124	-0.2%	
May	1,816,664	1,777,000	-39,664	-2.2%	
Jun	1,700,363	1,736,000	35,637	2.1%	
Total	19,883,141	19,848,000	-35,141	-0.2%	
Toll Revenue					
Jul	\$858,794	\$970,000	\$111,206	12.9%	
Aug	\$1,070,897	\$1,052,000	-\$18,897	-1.8%	
Sep	\$952,868	\$1,283,000	\$330,132	34.6%	
Oct	\$1,059,144	\$1,332,000	\$272,856	25.8%	
Nov	\$967,201	\$1,258,000	\$290,799	30.1%	
Dec	\$861,325	\$1,228,000	\$366,675	42.6%	
Jan	\$994,049	\$1,242,000	\$247,951	24.9%	
Feb	\$895,076	\$1,208,000	\$312,924	35.0%	
Mar	\$1,053,775	\$1,446,000	\$392,225	37.2%	
Apr	\$1,044,009	\$1,409,000	\$364,991	35.0%	
May	\$1,064,638	\$1,424,000	\$359,362	33.8%	
Jun	\$1,040,213	\$1,391,000	\$350,787	33.7%	
Total	\$11,861,989	\$15,243,000	\$3,381,011	28.5%	

Boulevard Bridge					
Month	FY23	FY 24 Forecast	Growth		
			Absolute	Percent	
Transactions					
Jul	260,686	270,000	9,314	3.6%	
Aug	280,603	290,000	9,397	3.3%	
Sep	277,252	269,000	-8,252	-3.0%	
Oct	277,206	269,000	-8,206	-3.0%	
Nov	256,741	249,000	-7,741	-3.0%	
Dec	250,834	243,000	-7,834	-3.1%	
Jan	259,130	251,000	-8,130	-3.1%	
Feb	241,098	229,000	-12,098	-5.0%	
Mar	288,428	275,000	-13,428	-4.7%	
Apr	287,663	274,000	-13,663	-4.7%	
May	302,612	276,000	-26,612	-8.8%	
Jun	285,930	283,000	-2,930	-1.0%	
Total	3,268,183	3,178,000	-90,183	-2.8%	
Toll Revenue					
Jul	\$74,940	\$92,000	\$17,060	22.8%	
Aug	\$88,352	\$99,000	\$10,648	12.1%	
Sep	\$80,731	\$115,000	\$34,269	42.4%	
Oct	\$85,616	\$115,000	\$29,384	34.3%	
Nov	\$76,736	\$107,000	\$30,264	39.4%	
Dec	\$66,517	\$104,000	\$37,483	56.4%	
Jan	\$80,984	\$108,000	\$27,016	33.4%	
Feb	\$65,198	\$98,000	\$32,802	50.3%	
Mar	\$82,007	\$118,000	\$35,993	43.9%	
Apr	\$81,240	\$117,000	\$35,760	44.0%	
May	\$82,524	\$118,000	\$35,476	43.0%	
Jun	\$82,697	\$121,000	\$38,303	46.3%	
Total	\$947,542	\$1,312,000	\$364,458	38.5%	



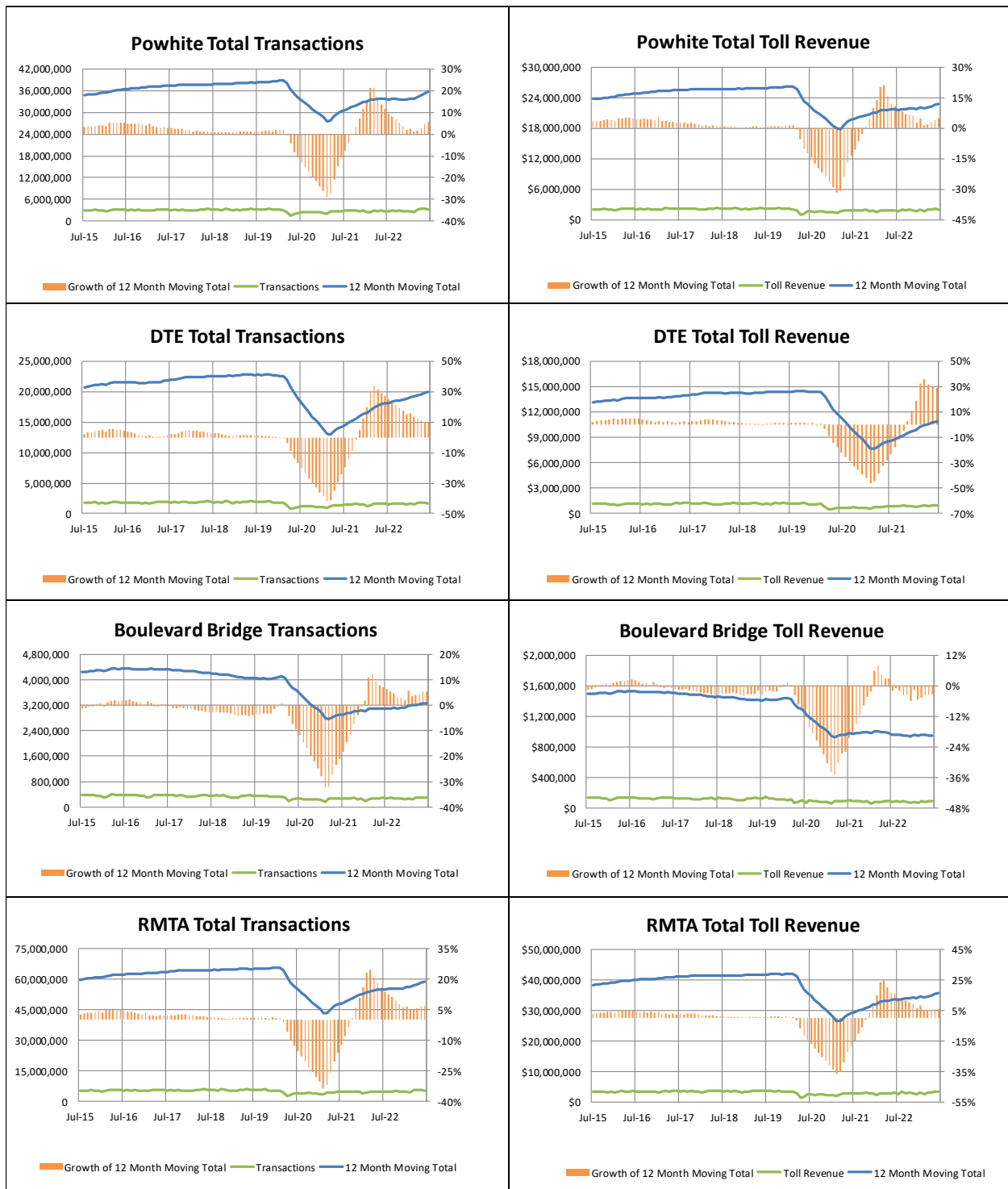
11.0 TRENDS BY FACILITY

11.1 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 had 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 11-1 shows the traffic and revenue growth trends for each facility and the RMTA system as a whole from July 2015 through June 2023. As can be seen, there was substantial recovery from the COVID-19 pandemic, and traffic appears to be approaching pre-pandemic levels.



Figure 11-1: Traffic and Revenue Growth Trends for All Facilities



11.2 RMTA T&R TRENDS

Table 11-1: Transactions by Payment Type and Day of Week, FY18-FY23, RMTA System

RMTA Total: Transactions by Payment Type by Day of Week for FY2018 to FY2023									
2018	Cash	ETC *	Non-Rev	Violations	ISF**	Total			
Mon	46,076	130,855	1,223	4,733	133	183,021			
Tue	48,643	143,708	1,401	5,030	141	198,922			
Wed	49,120	144,349	1,445	5,326	153	200,394			
Thu	50,649	145,985	1,416	5,541	159	203,751			
Fri	55,595	143,476	1,318	5,935	168	206,492			
Sat	45,944	81,639	724	5,529	125	133,961			
Sun	36,341	67,006	605	4,292	95	108,338			
Avg Weekday	50,017	141,675	1,361	5,313	151	198,516			
Avg Weekend	41,188	74,392	665	4,916	110	121,272			
Avg Day	47,477	122,319	1,161	5,199	139	176,295	Growth from previous FY		
2019	Cash	ETC *	Non-Rev	Violations	ISF**	Total	Cash	ETC	Total
Mon	42,588	134,050	1,225	5,684	130	183,676	-7.6%	2.4%	0.4%
Tue	45,128	147,043	1,404	6,371	140	200,086	-7.2%	2.3%	0.6%
Wed	46,121	148,612	1,458	6,666	153	203,011	-6.1%	3.0%	1.3%
Thu	47,143	150,974	1,449	7,085	158	206,810	-6.9%	3.4%	1.5%
Fri	51,375	147,613	1,357	7,586	178	208,109	-7.6%	2.9%	0.8%
Sat	42,669	86,152	670	6,743	123	136,357	-7.1%	5.5%	1.8%
Sun	33,074	68,969	565	5,653	91	108,351	-9.0%	2.9%	0.0%
Avg Weekday	46,471	145,658	1,378	6,679	152	200,338	-7.1%	2.8%	0.9%
Avg Weekend	37,826	77,478	617	6,193	107	122,221	-8.2%	4.1%	0.8%
Avg Day	43,984	126,045	1,159	6,539	139	177,866	-7.4%	3.0%	0.9%
2020	Cash	ETC *	Non-Rev	Violations	ISF**	Total	Cash	ETC	Total
Mon	33,788	120,992	1,267	8,524	117	164,687	-20.7%	-9.7%	-10.3%
Tue	34,826	128,298	1,395	9,279	118	173,918	-22.8%	-12.7%	-13.1%
Wed	35,007	127,561	1,464	9,325	119	173,476	-24.1%	-14.2%	-14.5%
Thu	35,620	127,645	1,430	9,568	122	174,385	-24.4%	-15.5%	-15.7%
Fri	39,471	128,569	1,314	10,271	138	179,762	-23.2%	-12.9%	-13.6%
Sat	32,690	76,181	642	8,696	103	118,312	-23.4%	-11.6%	-13.2%
Sun	25,642	63,040	531	6,955	71	96,239	-22.5%	-8.6%	-11.2%
Avg Weekday	35,731	126,598	1,374	9,390	123	173,215	-23.1%	-13.1%	-13.5%
Avg Weekend	29,166	69,611	586	7,826	87	107,275	-22.9%	-10.2%	-12.2%
Avg Day	33,866	110,405	1,150	8,945	112	154,478	-23.0%	-12.4%	-13.1%
2021	Cash	ETC *	Non-Rev	Violations	ISF**	Total	Cash	ETC	Total
Mon	23,670	97,718	958	11,173	148	133,667	-29.9%	-19.2%	-18.8%
Tue	24,879	106,388	1,093	11,825	156	144,341	-28.6%	-17.1%	-17.0%
Wed	25,335	107,760	1,092	12,154	162	146,503	-27.6%	-15.5%	-15.5%
Thu	25,142	104,882	1,042	11,970	156	143,191	-29.4%	-17.8%	-17.9%
Fri	27,224	104,813	956	12,962	165	146,119	-31.0%	-18.5%	-18.7%
Sat	24,462	72,048	530	11,484	150	108,673	-25.2%	-5.4%	-8.1%
Sun	19,329	58,025	478	9,125	123	87,079	-24.6%	-8.0%	-9.5%
Avg Weekday	25,250	104,325	1,028	12,017	158	142,779	-29.3%	-17.6%	-17.6%
Avg Weekend	21,895	65,036	504	10,305	136	97,876	-24.9%	-6.6%	-8.8%
Avg Day	24,294	93,130	879	11,529	152	129,985	-28.3%	-15.6%	-15.9%
2022	Cash	ETC *	Non-Rev	Violations	ISF**	Total	Cash	ETC	Total
Mon	23,273	114,799	1,030	12,489	199	151,789	-1.7%	17.5%	13.6%
Tue	24,542	128,137	1,175	13,275	223	167,351	-1.4%	20.4%	15.9%
Wed	25,110	130,762	1,220	13,630	232	170,954	-0.9%	21.3%	16.7%
Thu	25,442	128,748	1,178	13,718	237	169,324	1.2%	22.8%	18.3%
Fri	28,420	127,735	1,079	15,272	262	172,767	4.4%	21.9%	18.2%
Sat	24,050	85,290	552	12,833	208	122,933	-1.7%	18.4%	13.1%
Sun	19,134	69,519	471	10,233	155	99,512	-1.0%	19.8%	14.3%
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%
2023	Cash	ETC *	Non-Rev	Violations	ISF**	Total	Cash	ETC	Total
Mon	21,821	124,127	1,061	13,891	262	161,161	-6.2%	8.1%	6.2%
Tue	23,273	142,358	1,238	14,954	282	182,105	-5.2%	11.1%	8.8%
Wed	23,844	144,669	1,252	15,615	307	185,688	-5.0%	10.6%	8.6%
Thu	24,353	143,512	1,234	15,700	312	185,110	-4.3%	11.5%	9.3%
Fri	26,014	135,656	1,122	16,292	327	179,411	-8.5%	6.2%	3.8%
Sat	22,417	93,094	560	14,206	258	130,535	-6.8%	9.1%	6.2%
Sun	17,533	75,358	469	11,344	196	104,900	-8.4%	8.4%	5.4%
Avg Weekday	24,698	132,816	1,166	12,109	281	171,070	-2.6%	5.4%	2.8%
Avg Weekend	20,886	80,171	512	10,517	208	112,294	-3.3%	3.6%	1.0%
Avg Day	23,589	117,501	976	11,646	260	153,972	-2.9%	4.7%	2.2%



Table 11-2: 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
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%
2023	2,594,797	12,925,086	107,368	1,281,069	28,561	16,936,881	76.3%	15.3%	7.6%
Growth							% Point Growth		
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%
2022 to 2023	-70.7%	-68.4%	-69.3%	-73.1%	-63.8%	-69.2%	1.9%	-0.8%	-1.1%

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

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

Figure 11-2: Annual Growth Rates by Day of Week, RMTA System

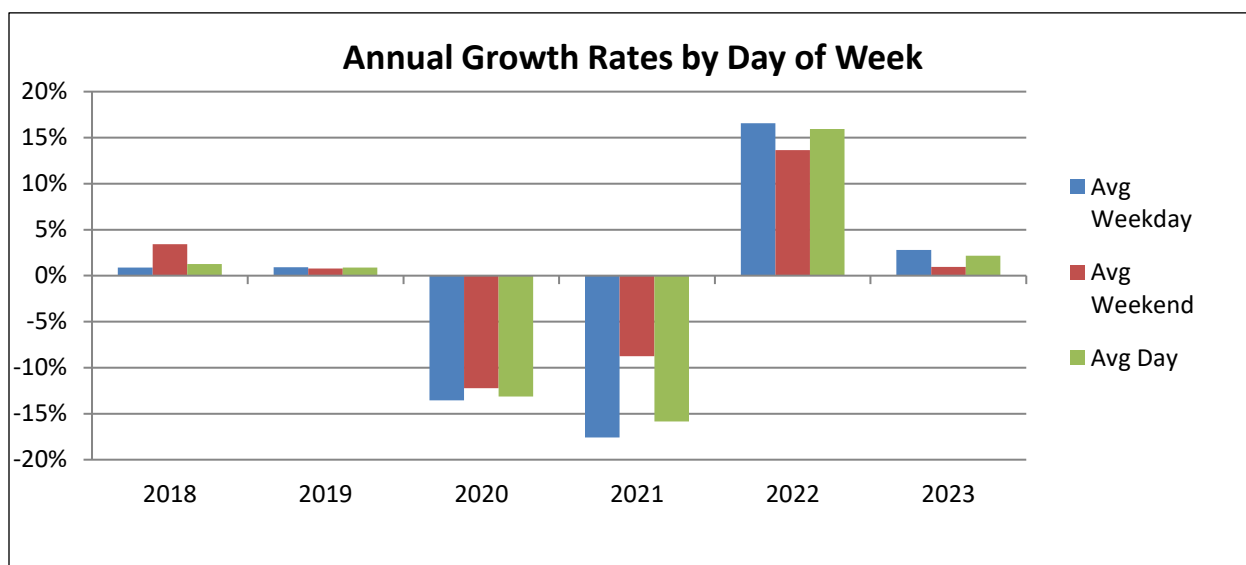
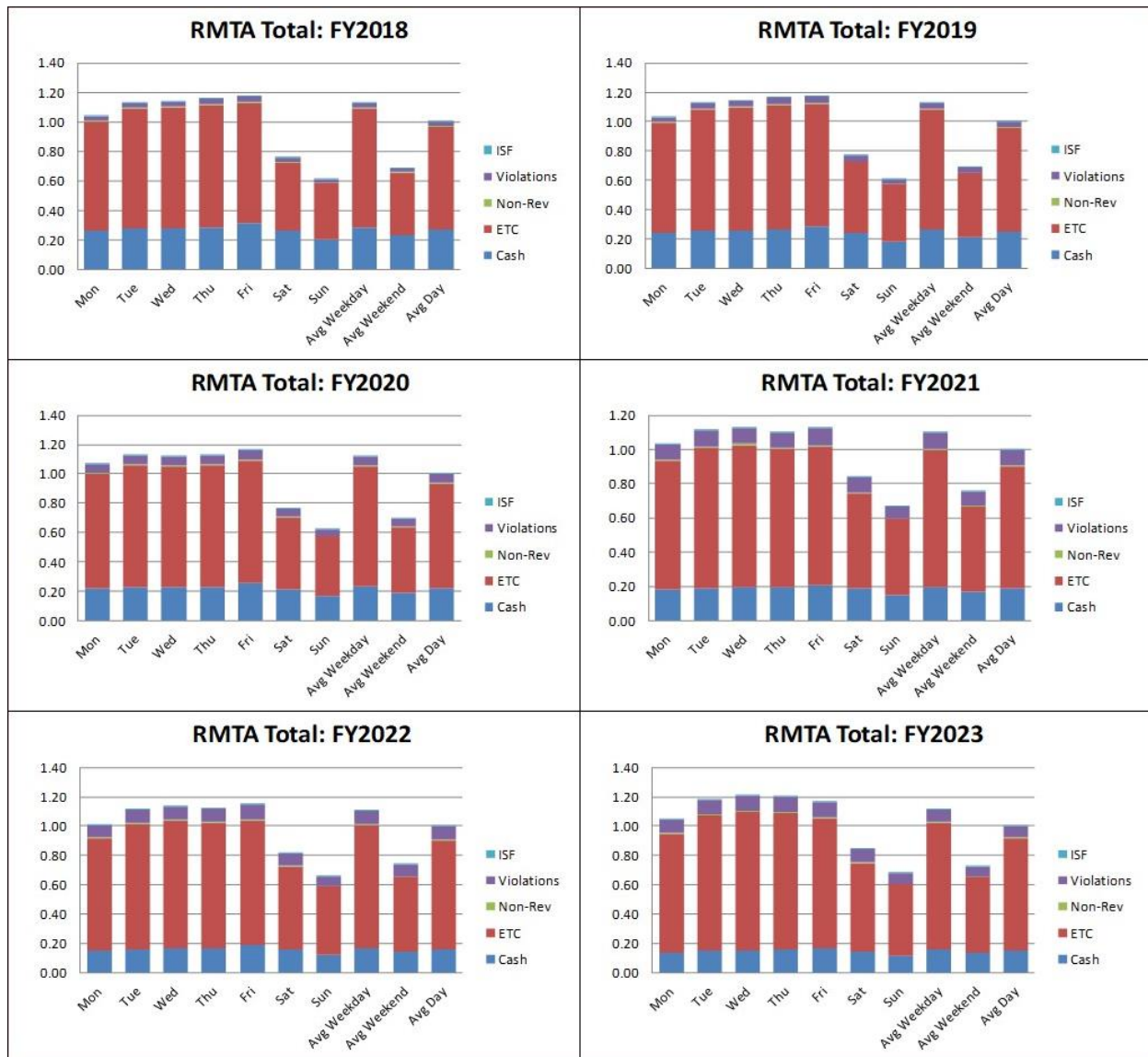
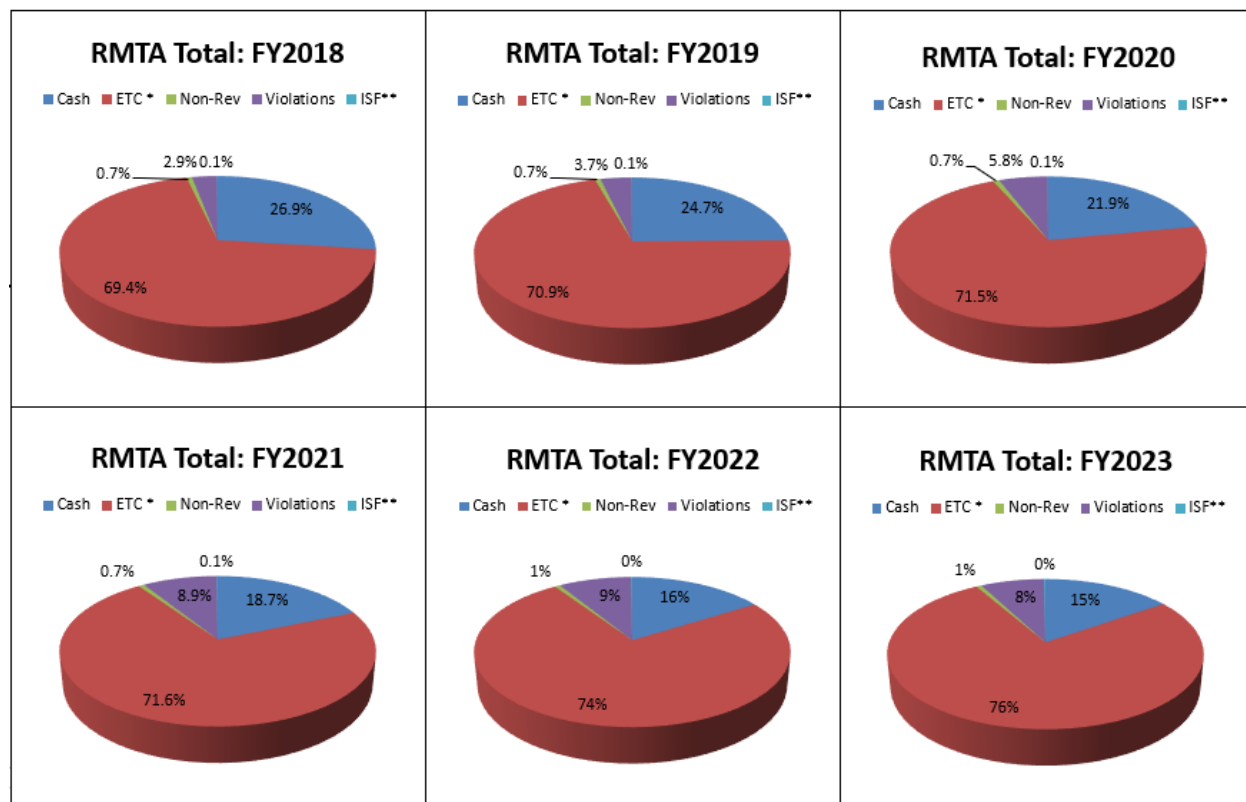


Figure 11-3: Day of Week by Payment Type by Fiscal Year, RMTA System



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Figure 11-4: Day of Week by Payment Type by Fiscal Year, RMTA System (continued)



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

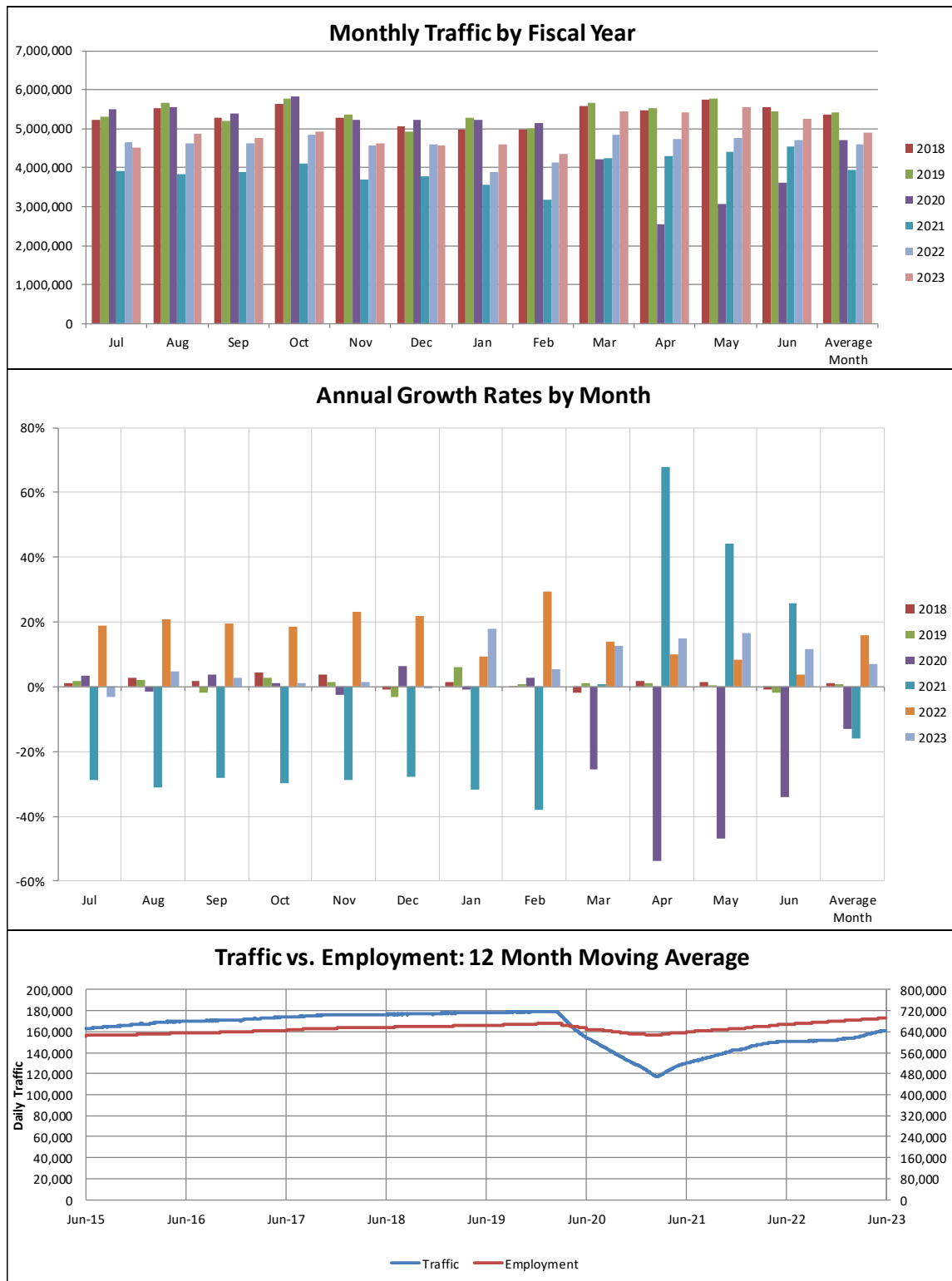
**ISF transactions refer to the insufficient funds that were collected for them.

Table 11-3: Historical Traffic by Month and Fiscal Year, RMTA System

Month	2018	Growth	2019	Growth	2020	Growth	2021	Growth	2022	Growth	2023
Jul	5,221,140	1.8%	5,313,472	3.3%	5,491,252	-28.7%	3,914,188	18.7%	4,646,302	-3.1%	4,503,399
Aug	5,534,604	2.1%	5,653,024	-1.7%	5,558,016	-31.0%	3,835,798	20.8%	4,632,995	4.9%	4,858,929
Sep	5,293,760	-1.7%	5,202,557	3.8%	5,398,620	-28.1%	3,878,919	19.6%	4,637,356	2.8%	4,766,728
Oct	5,625,416	2.7%	5,778,478	1.0%	5,834,594	-29.7%	4,099,734	18.5%	4,856,683	1.3%	4,918,278
Nov	5,281,771	1.3%	5,352,014	-2.6%	5,213,349	-28.9%	3,705,849	23.2%	4,564,215	1.4%	4,627,428
Dec	5,075,347	-3.0%	4,922,529	6.2%	5,229,471	-27.9%	3,772,777	21.9%	4,597,140	-0.6%	4,569,526
Jan	4,982,501	6.0%	5,281,378	-0.9%	5,232,713	-31.9%	3,563,483	9.4%	3,899,202	17.9%	4,598,340
Feb	4,973,483	0.6%	5,005,612	2.8%	5,144,438	-38.0%	3,190,136	29.4%	4,129,574	5.3%	4,347,964
Mar	5,587,466	1.2%	5,651,859	-25.5%	4,213,316	0.7%	4,242,513	14.1%	4,839,495	12.7%	5,452,357
Apr	5,470,524	1.1%	5,530,962	-53.8%	2,556,907	67.9%	4,291,817	10.1%	4,725,524	14.8%	5,424,998
May	5,742,443	0.5%	5,771,823	-47.0%	3,061,462	44.1%	4,411,822	8.2%	4,773,455	16.6%	5,563,559
Jun	5,559,188	-1.8%	5,457,400	-33.9%	3,604,936	25.9%	4,537,326	3.8%	4,708,123	11.5%	5,251,251
Total	64,347,642	0.9%	64,921,108	-12.9%	56,539,074	-16.1%	47,444,362	15.9%	55,010,064	7.0%	58,882,757



Figure 11-5: Historical Monthly Traffic and Comparison to Employment, RMTA System



11.3 POWHITE PARKWAY T&R TRENDS

Table 11-4: Transactions by Payment Type and Day of Week, FY18-FY23, Powwhite Pkwy

Powwhite Total: Transactions by Payment Type by Day of Week for FY2018 to FY2023									
2018	Cash	ETC *	Non-Rev	Violations	ISF**	Total			
Mon	28,141	75,960	699	1,860	82	106,741			
Tue	29,443	82,923	792	1,964	86	115,209			
Wed	29,668	83,123	816	2,243	92	115,942			
Thu	30,548	84,033	800	2,367	97	117,846			
Fri	33,506	83,265	730	2,502	102	120,105			
Sat	28,479	50,029	383	2,540	72	81,503			
Sun	22,629	40,869	321	2,006	54	65,879			
Avg Weekday	30,261	81,861	767	2,187	92	115,169			
Avg Weekend	25,582	45,492	353	2,276	63	73,765			
Avg Day	28,915	71,399	648	2,213	83	103,258	Growth from previous FY		
2019	Cash	ETC *	Non-Rev	Violations	ISF**	Total	Cash	ETC	Total
Mon	26,133	78,115	720	2,571	81	107,620	-7.1%	2.8%	0.8%
Tue	27,521	85,252	817	2,857	87	116,533	-6.5%	2.8%	1.1%
Wed	27,985	86,304	841	3,033	97	118,261	-5.7%	3.8%	2.0%
Thu	28,589	87,178	833	3,164	102	119,866	-6.4%	3.7%	1.7%
Fri	31,097	85,687	775	3,489	110	121,157	-7.2%	2.9%	0.9%
Sat	26,575	52,707	358	3,431	72	83,143	-6.7%	5.4%	2.0%
Sun	20,706	42,177	303	3,001	53	66,239	-8.5%	3.2%	0.5%
Avg Weekday	28,265	84,507	797	3,023	95	116,687	-6.6%	3.2%	1.3%
Avg Weekend	23,612	47,392	330	3,214	63	74,611	-7.7%	4.2%	1.1%
Avg Day	26,926	73,830	663	3,078	86	104,583	-6.9%	3.4%	1.3%
2020	Cash	ETC *	Non-Rev	Violations	ISF**	Total	Cash	ETC	Total
Mon	20,844	72,897	751	4,650	76	99,217	-20.2%	-6.7%	-7.8%
Tue	21,335	76,460	818	5,147	78	103,837	-22.5%	-10.3%	-10.9%
Wed	21,409	76,403	856	5,193	79	103,940	-23.5%	-11.5%	-12.1%
Thu	21,719	75,807	832	5,264	81	103,701	-24.0%	-13.0%	-13.5%
Fri	24,128	77,055	763	5,675	89	107,709	-22.4%	-10.1%	-11.1%
Sat	20,506	47,235	347	4,907	59	73,055	-22.8%	-10.4%	-12.1%
Sun	16,012	39,316	290	3,939	43	59,600	-22.7%	-6.8%	-10.0%
Avg Weekday	21,881	75,716	804	5,183	80	103,664	-22.6%	-10.4%	-11.2%
Avg Weekend	18,259	43,276	318	4,423	51	66,327	-22.7%	-8.7%	-11.1%
Avg Day	20,852	66,498	666	4,967	72	93,055	-22.6%	-9.9%	-11.0%
2021	Cash	ETC *	Non-Rev	Violations	ISF**	Total	Cash	ETC	Total
Mon	15,589	63,603	578	6,116	89	85,975	-25.2%	-12.7%	-13.3%
Tue	16,202	68,873	657	6,425	93	92,250	-24.1%	-9.9%	-11.2%
Wed	16,483	69,715	648	6,637	95	93,577	-23.0%	-8.8%	-10.0%
Thu	16,412	67,660	619	6,521	91	91,303	-24.4%	-10.7%	-12.0%
Fri	17,842	67,700	564	7,076	95	93,277	-26.1%	-12.1%	-13.4%
Sat	16,279	46,731	295	6,174	83	69,563	-20.6%	-1.1%	-4.8%
Sun	12,851	37,274	263	4,782	68	55,238	-19.7%	-5.2%	-7.3%
Avg Weekday	16,506	67,518	614	6,555	92	91,285	-24.6%	-10.8%	-11.9%
Avg Weekend	14,565	42,002	279	5,478	76	62,400	-20.2%	-2.9%	-5.9%
Avg Day	15,953	60,248	518	6,248	88	83,055	-23.5%	-9.4%	-10.7%
2022	Cash	ETC *	Non-Rev	Violations	ISF**	Total	Cash	ETC	Total
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%
2023	Cash	ETC *	Non-Rev	Violations	ISF**	Total	Cash	ETC	Total
Mon	14,605	76,014	617	6,657	162	98,056	-5.1%	7.0%	4.7%
Tue	15,429	85,983	716	7,162	172	109,461	-4.6%	9.4%	6.9%
Wed	15,766	87,163	718	7,411	188	111,245	-4.4%	8.5%	6.3%
Thu	16,156	86,690	705	7,399	185	111,134	-3.2%	9.5%	7.2%
Fri	17,268	83,456	634	7,800	195	109,353	-7.2%	6.4%	3.5%
Sat	15,277	58,349	286	6,778	152	80,842	-5.4%	9.3%	5.8%
Sun	12,004	47,122	240	5,464	116	64,947	-6.5%	8.7%	5.4%
Avg Weekday	15,850	83,860	678	7,288	180	107,856	-4.9%	8.2%	5.7%
Avg Weekend	13,641	52,735	263	6,121	134	72,895	-5.9%	9.1%	5.6%
Avg Day	15,221	74,991	560	6,955	167	97,894	-5.2%	8.4%	5.7%



Table 11-5: 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
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%
2023	5,555,591	27,371,844	204,273	2,538,652	61,073	35,731,433	76.6%	15.5%	7.1%
Growth							% Point Growth		
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%
2022 to 2023	-5.2%	8.4%	1.2%	4.2%	26.4%	5.7%	1.9%	-1.8%	-0.1%

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

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

Figure 11-6: Annual Growth Rates by Day of Week, Powhite Parkway

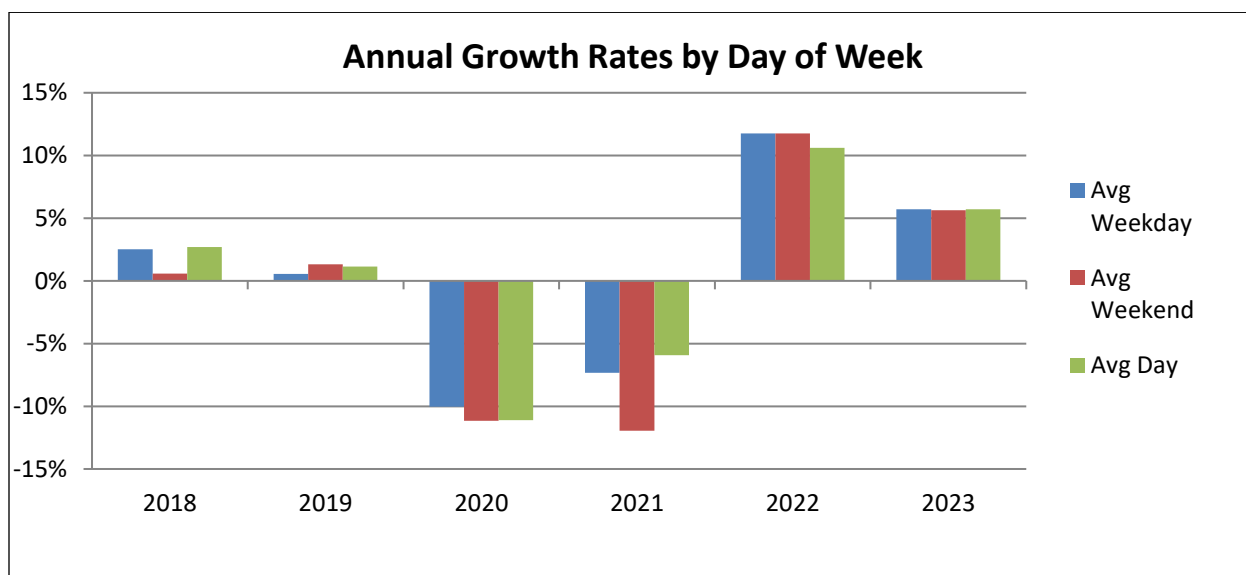
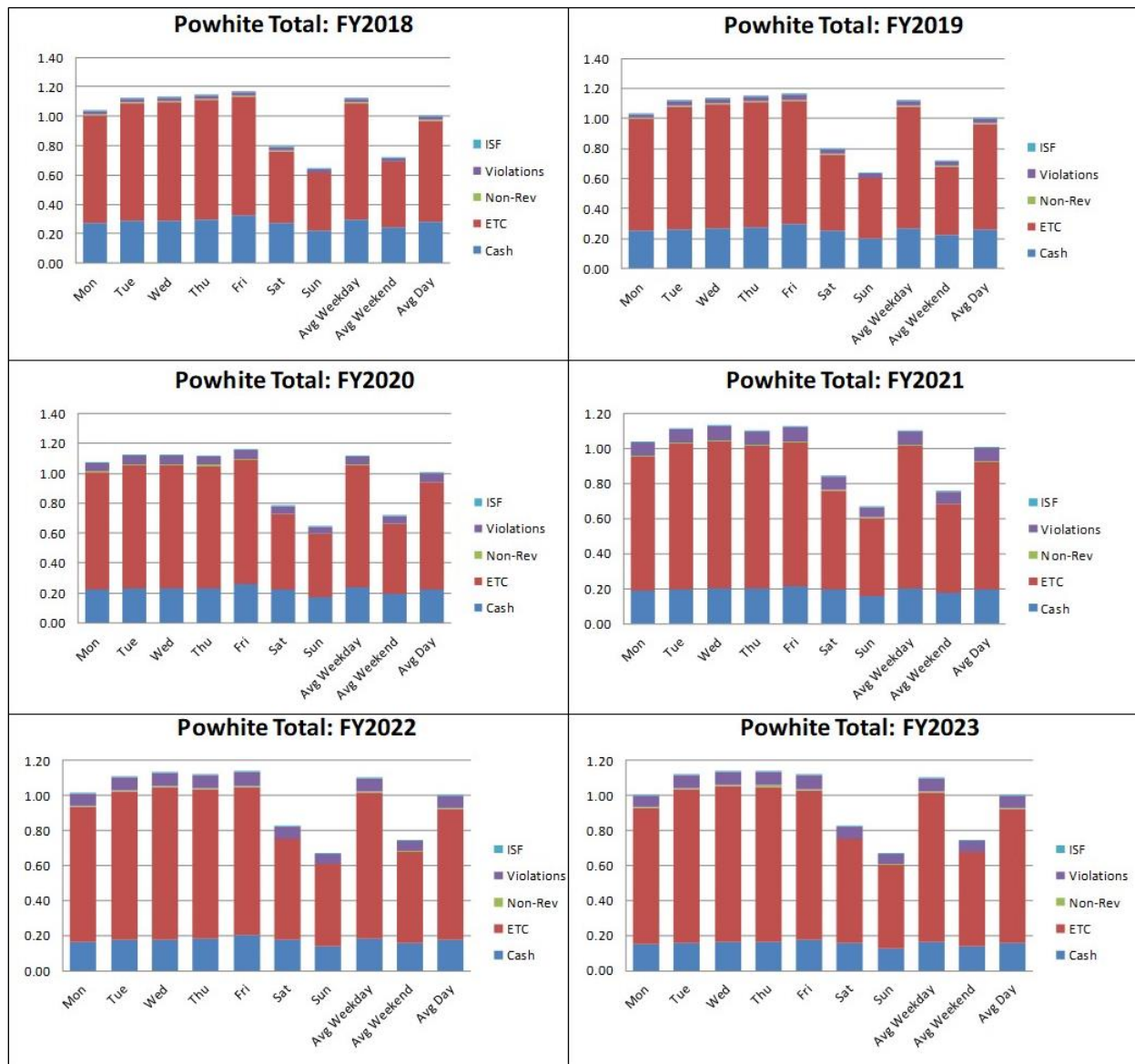
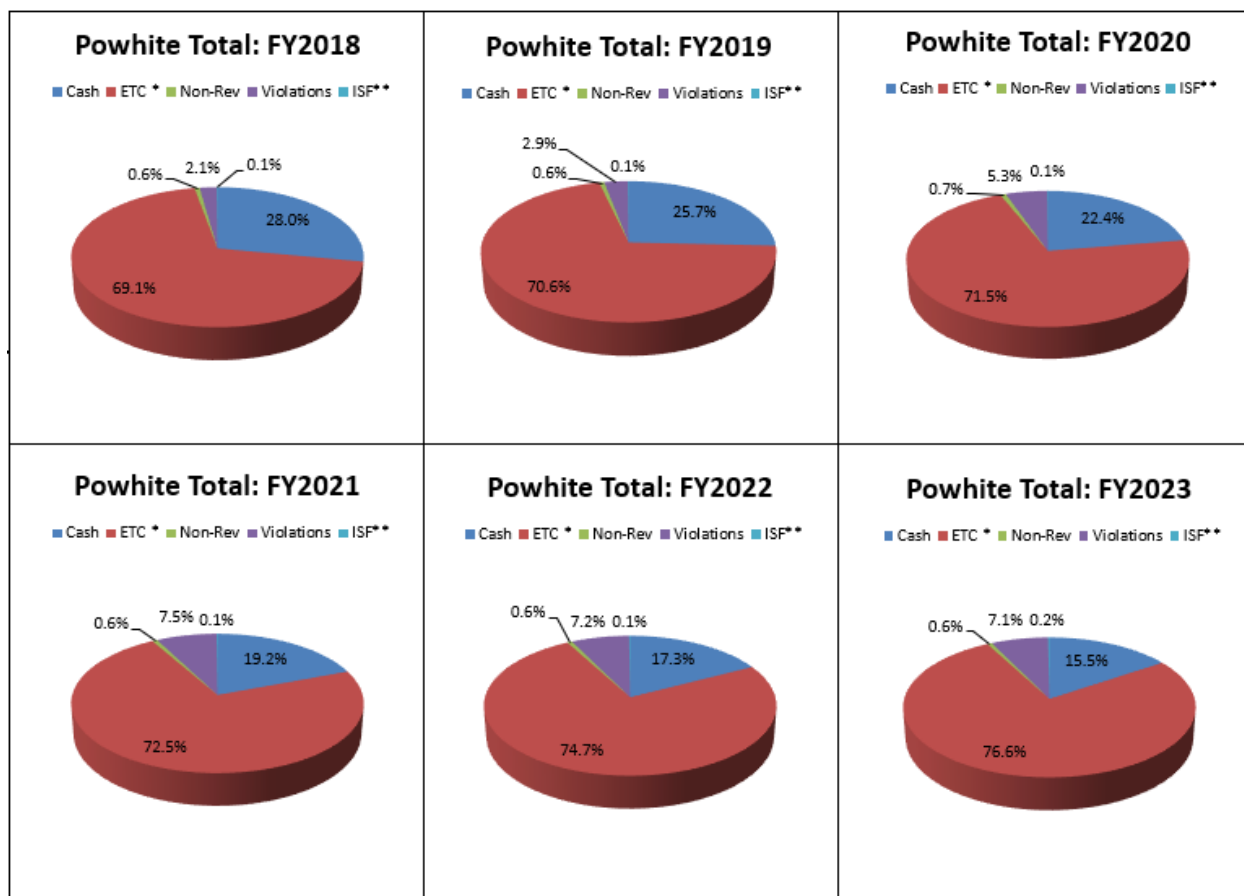


Figure 11-7: Day of Week by Payment Type by Fiscal Year, Powhite Parkway



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Figure 11-8: 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

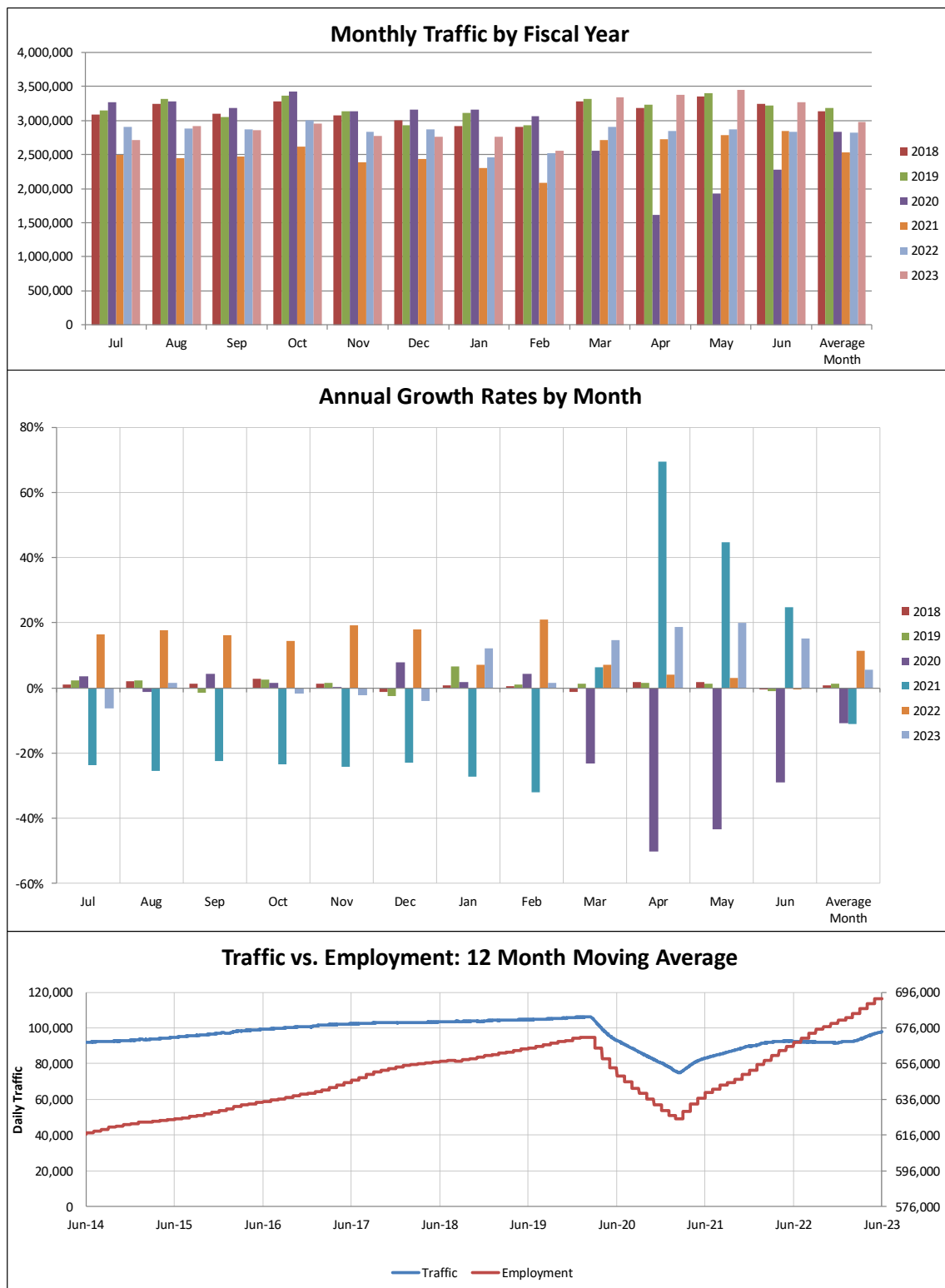
**ISF transactions refer to the insufficient funds that were collected for them.

Table 11-6: Historical Traffic by Month and Fiscal Year, Powhite Parkway

Month	Powhite Total: Historical Traffic by Month and Fiscal Year											
	2018	Growth	2019	Growth	2020	Growth	2021	Growth	2022	Growth	2023	
Jul	3,085,096	2.2%	3,153,319	3.6%	3,266,417	-23.7%	2,491,371	16.4%	2,900,557	-6.4%	2,715,280	
Aug	3,245,795	2.2%	3,318,244	-1.1%	3,281,132	-25.5%	2,444,764	17.7%	2,876,970	1.6%	2,921,905	
Sep	3,095,976	-1.5%	3,049,060	4.3%	3,181,545	-22.4%	2,470,225	16.1%	2,867,717	-0.2%	2,862,079	
Oct	3,283,113	2.5%	3,366,053	1.7%	3,422,697	-23.4%	2,621,890	14.4%	2,998,783	-1.6%	2,950,714	
Nov	3,080,794	1.7%	3,132,066	0.3%	3,140,588	-24.1%	2,382,185	19.2%	2,839,782	-2.3%	2,774,807	
Dec	3,008,307	-2.5%	2,931,685	7.8%	3,161,559	-23.0%	2,435,351	18.0%	2,873,068	-3.9%	2,760,338	
Jan	2,919,845	6.5%	3,110,522	1.7%	3,163,748	-27.3%	2,301,431	7.1%	2,464,504	12.2%	2,764,090	
Feb	2,905,426	1.0%	2,935,137	4.3%	3,061,525	-32.0%	2,081,814	21.1%	2,520,938	1.6%	2,562,087	
Mar	3,280,842	1.2%	3,321,721	-23.1%	2,555,371	6.3%	2,717,074	7.2%	2,912,259	14.6%	3,336,681	
Apr	3,185,294	1.7%	3,238,127	-50.2%	1,612,151	69.4%	2,730,926	4.1%	2,841,626	18.7%	3,374,211	
May	3,351,264	1.4%	3,398,421	-43.3%	1,927,428	44.7%	2,789,054	3.0%	2,871,582	19.9%	3,444,283	
Jun	3,247,470	-0.9%	3,218,437	-29.0%	2,283,926	24.7%	2,849,031	-0.4%	2,836,978	15.1%	3,264,958	
Total	37,689,222	1.3%	38,172,792	-10.8%	34,058,087	-11.0%	30,315,116	11.5%	33,804,764	5.7%	35,731,433	



Figure 11-9: Historical Monthly Traffic and Comparison to Employment, Powhite Parkway



11.4 DOWNTOWN EXPRESSWAY T&R TRENDS

Table 11-7: Transactions by Payment Type and Day of Week, FY18-FY23, DTE

DTE Total: Transactions by Payment Type by Day of Week for FY2018 to FY2023									
2018	Cash	ETC *	Non-Rev	Violations	ISF**	Total			
Mon	11,787	49,941	447	2,664	46	64,885			
Tue	12,688	55,299	520	2,804	51	71,363			
Wed	13,003	55,754	537	2,850	56	72,200			
Thu	13,501	56,406	525	2,944	57	73,433			
Fri	15,081	54,625	500	3,162	61	73,429			
Sat	11,866	26,983	280	2,681	50	41,860			
Sun	9,202	22,283	231	2,048	38	33,801			
Avg Weekday	13,212	54,405	506	2,885	54	71,062			
Avg Weekend	10,547	24,655	255	2,368	44	37,869			
Avg Day	12,445	45,847	434	2,736	51	61,513	Growth from previous FY		
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%
2023	Cash	ETC *	Non-Rev	Violations	ISF**	Total	Cash	ETC	Total
Mon	4,862	43,205	388	5,849	99	54,403	-6.1%	10.0%	9.1%
Tue	5,308	50,903	460	6,293	110	63,073	-4.1%	14.2%	12.6%
Wed	5,516	51,936	470	6,648	119	64,690	-4.4%	14.6%	13.1%
Thu	5,629	51,289	467	6,764	127	64,276	-3.8%	15.1%	13.6%
Fri	6,093	46,590	427	6,962	132	60,204	-9.0%	5.9%	4.7%
Sat	4,962	30,088	226	6,141	105	41,522	-8.0%	8.9%	7.1%
Sun	3,732	24,225	186	4,822	79	33,043	-10.7%	8.0%	6.0%
Avg Weekday	5,484	48,776	442	6,505	118	61,325	-5.6%	12.0%	10.6%
Avg Weekend	4,347	27,156	206	5,481	92	37,283	-9.1%	8.5%	6.6%
Avg Day	5,160	42,616	375	6,213	110	54,474	-6.4%	11.4%	9.8%



Table 11-8: 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
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%
2023	1,883,370	15,554,824	136,816	2,267,836	40,295	19,883,141	78.2%	9.5%	11.4%
Growth							% Point Growth		
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%
2022 to 2023	-6.4%	11.4%	5.9%	15.6%	31.4%	9.8%	1.1%	-1.6%	0.6%

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

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

Figure 11-10: Annual Growth Rates by Day of Week, Downtown Expressway

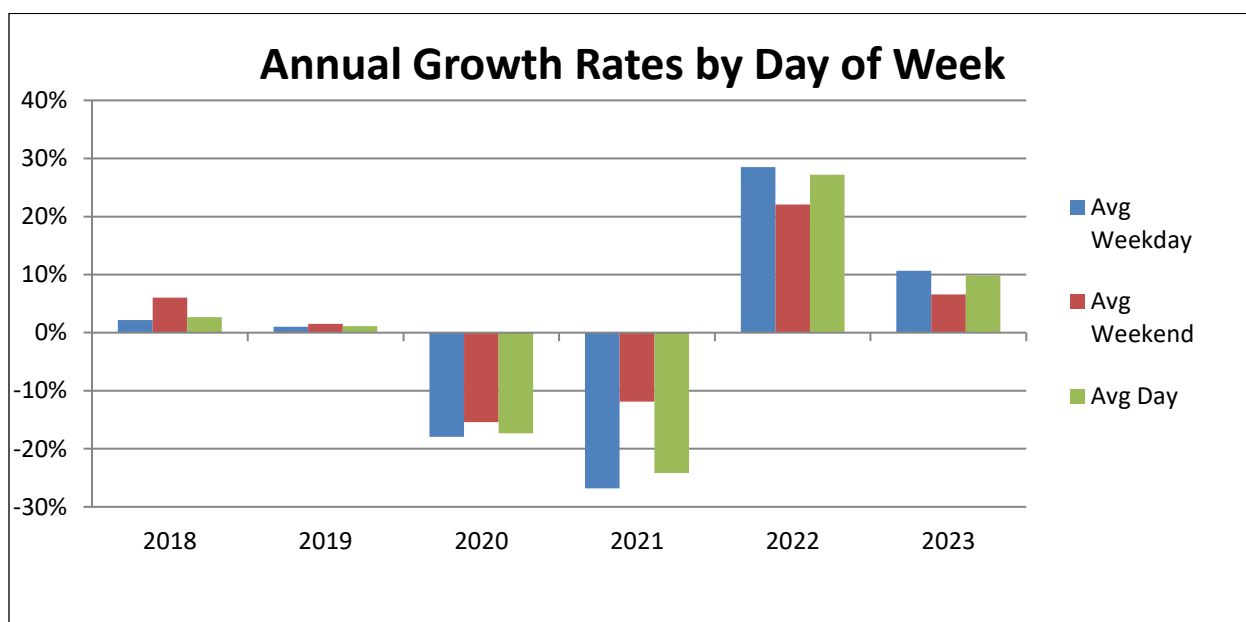
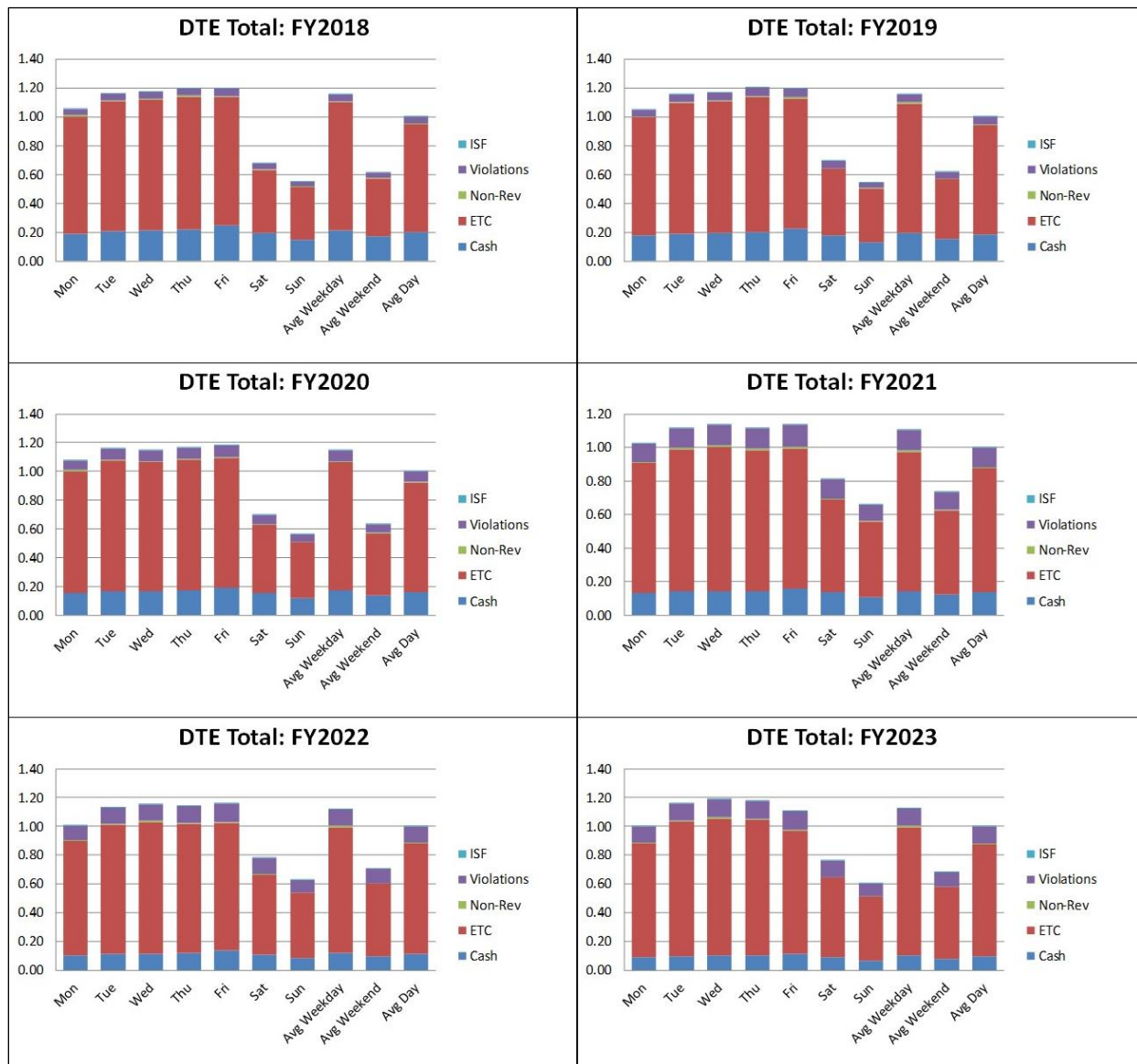
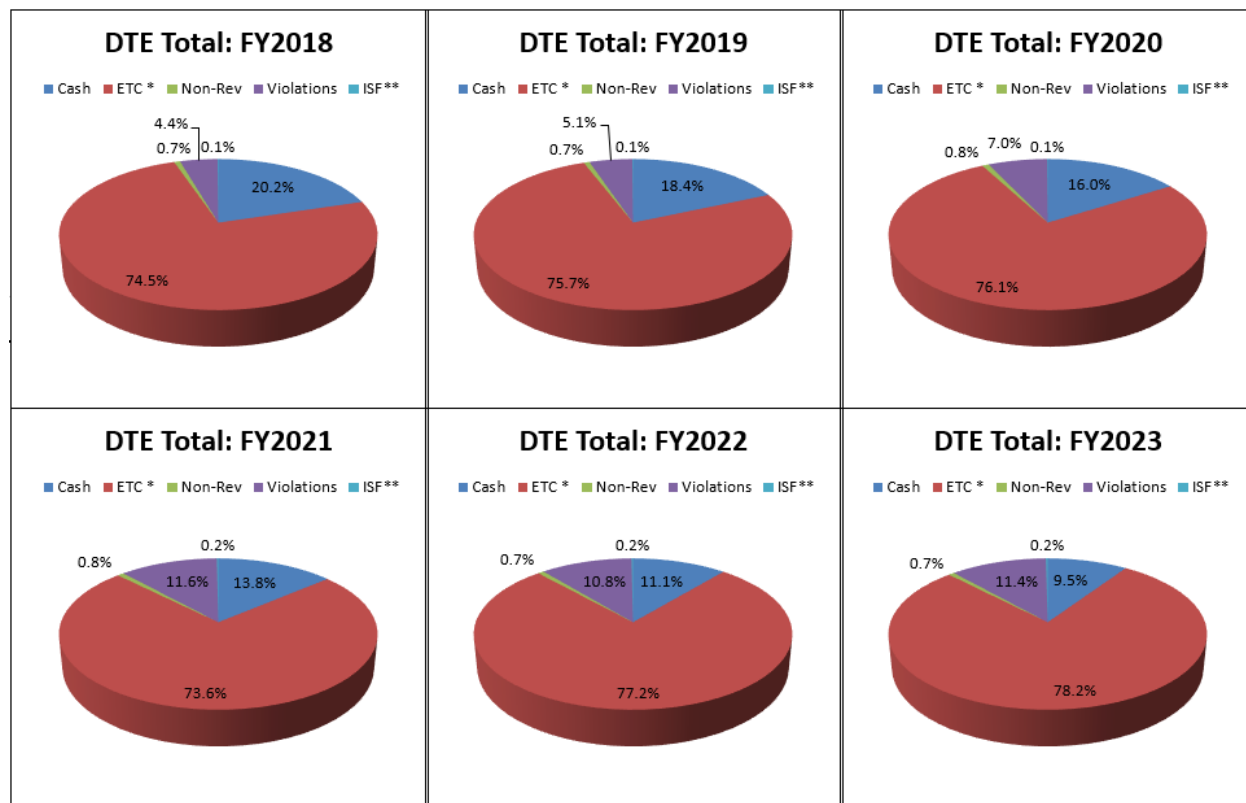


Figure 11-11: Day of Week by Payment Type by Fiscal Year, Downtown Expressway



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Figure 11-12: 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

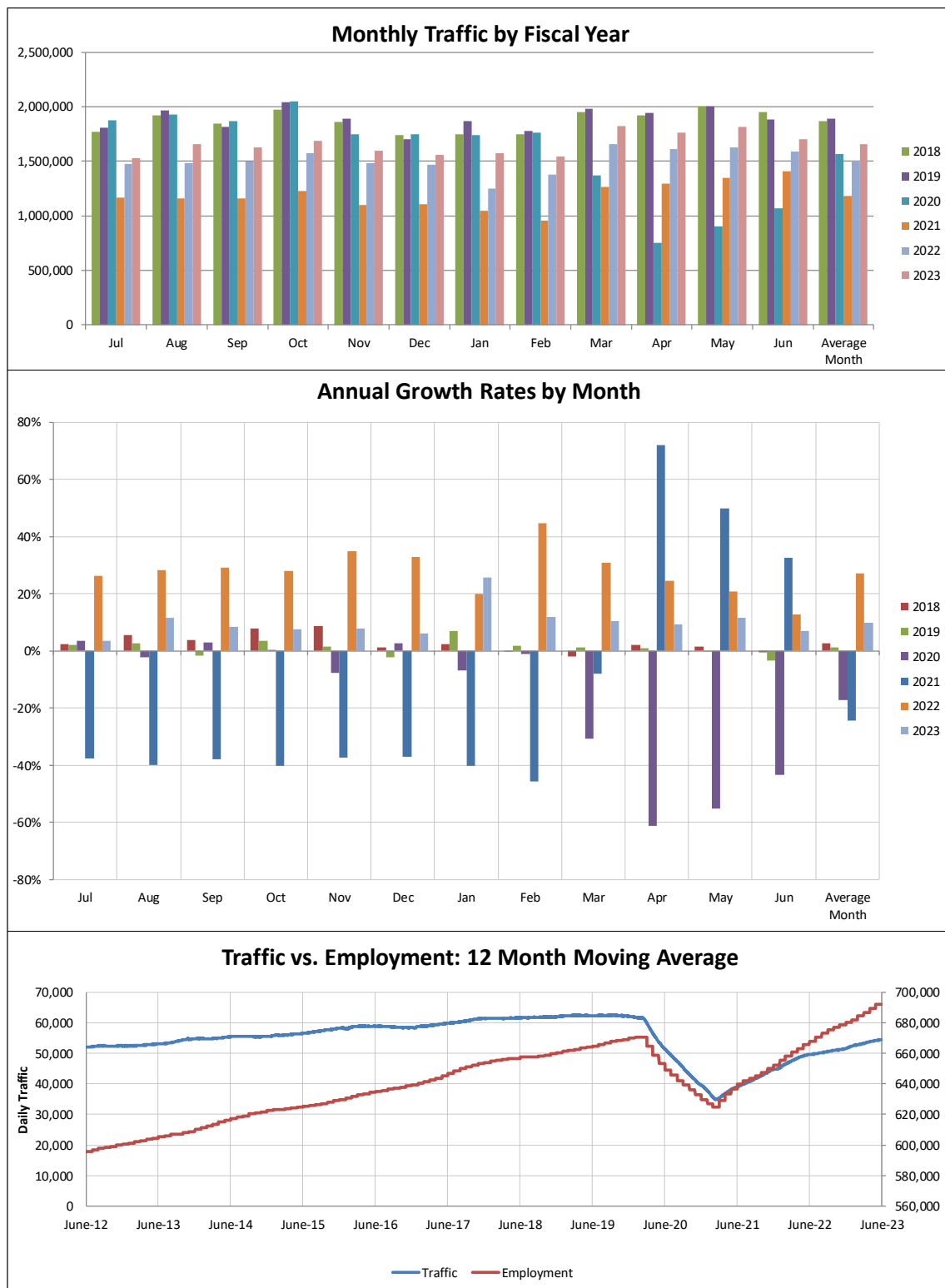
**ISF transactions refer to the insufficient funds that were collected for them.

Table 11-9: Historical Traffic by Month and Fiscal Year, Downtown Expressway

Month	DTE Total: Historical Traffic by Month and Fiscal Year											
	2018	Growth	2019	Growth	2020	Growth	2021	Growth	2022	Growth	2023	
Jul	1,774,136	2.1%	1,811,692	3.5%	1,875,162	-37.7%	1,168,654	26.3%	1,476,101	3.5%	1,527,433	
Aug	1,922,146	2.5%	1,971,044	-2.2%	1,927,208	-40.0%	1,156,933	28.3%	1,484,307	11.6%	1,656,421	
Sep	1,844,861	-1.5%	1,816,552	3.0%	1,871,036	-38.0%	1,160,576	29.2%	1,499,461	8.5%	1,627,397	
Oct	1,976,151	3.5%	2,045,360	0.3%	2,050,856	-40.1%	1,229,372	28.0%	1,573,260	7.4%	1,690,358	
Nov	1,860,876	1.7%	1,892,018	-7.6%	1,748,456	-37.2%	1,097,676	34.9%	1,480,718	7.8%	1,595,880	
Dec	1,742,396	-2.2%	1,704,638	2.7%	1,750,541	-36.9%	1,104,376	32.8%	1,466,408	6.3%	1,558,354	
Jan	1,749,093	7.0%	1,871,543	-6.8%	1,743,776	-40.1%	1,044,199	20.1%	1,253,736	25.6%	1,575,120	
Feb	1,745,589	1.9%	1,779,277	-1.0%	1,761,637	-45.7%	955,849	44.6%	1,382,145	11.8%	1,544,779	
Mar	1,954,689	1.4%	1,981,208	-30.7%	1,373,437	-8.0%	1,264,122	30.9%	1,654,976	10.4%	1,827,248	
Apr	1,923,308	1.0%	1,942,146	-61.3%	752,498	71.9%	1,293,373	24.7%	1,612,541	9.3%	1,763,124	
May	2,008,054	-0.3%	2,001,785	-55.0%	900,055	49.8%	1,348,567	20.8%	1,628,802	11.5%	1,816,664	
Jun	1,951,045	-3.4%	1,884,305	-43.4%	1,066,102	32.5%	1,412,428	12.7%	1,591,161	6.9%	1,700,363	
Total	22,452,343	1.1%	22,701,568	-17.1%	18,820,764	-24.4%	14,236,125	27.2%	18,103,616	9.8%	19,883,141	



Figure 11-13: Historical Traffic by Month and Fiscal Year, Downtown Expressway



11.5 BOULEVARD BRIDGE

Table 11-10: Transactions by Payment Type and Day of Week, FY18-FY23, Blvd. Bridge

Boulevard Bridge Transactions by Payment Type by Day of Week for FY2018 to FY2023									
2018	Cash	ETC *	Non-Rev	Violations	ISF**	Total			
Mon	6,148	4,955	77	210	5	11,394			
Tue	6,511	5,485	88	262	5	12,351			
Wed	6,449	5,472	92	233	5	12,251			
Thu	6,600	5,546	91	230	5	12,472			
Fri	7,008	5,586	89	271	5	12,958			
Sat	5,598	4,627	61	307	4	10,598			
Sun	4,510	3,854	53	238	3	8,659			
Avg Weekday	6,543	5,409	87	241	5	12,285			
Avg Weekend	5,059	4,244	57	273	4	9,637			
Avg Day	6,116	5,074	79	250	5	11,523	Growth from previous FY		
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%
2023	Cash	ETC *	Non-Rev	Violations	ISF**	Total	Cash	ETC	Total
Mon	2,354	4,908	56	1,385	0	8,703	-12.9%	8.6%	5.0%
Tue	2,536	5,472	63	1,500	0	9,571	-10.6%	10.1%	6.8%
Wed	2,563	5,570	64	1,556	0	9,753	-10.2%	9.6%	7.3%
Thu	2,567	5,533	63	1,537	0	9,700	-11.5%	9.8%	7.1%
Fri	2,654	5,609	61	1,530	0	9,854	-14.9%	5.1%	2.3%
Sat	2,179	4,657	48	1,287	0	8,170	-13.5%	8.4%	5.0%
Sun	1,797	4,012	43	1,058	0	6,910	-14.9%	7.3%	3.5%
Avg Weekday	2,535	5,419	61	1,502	0	9,517	-12.1%	8.6%	5.7%
Avg Weekend	1,988	4,334	45	1,173	0	7,540	-14.1%	7.9%	4.3%
Avg Day	2,379	5,110	57	1,408	0	8,954	-12.6%	8.4%	5.4%



Table 11-11: 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
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%
2023	868,404	1,865,172	20,696	513,911	0	3,268,183	57.1%	26.6%	15.7%
Growth							% Point Growth		
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%
2022 to 2023	-12.6%	8.4%	9.9%	39.2%		5.4%	1.6%	-5.5%	3.8%

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

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

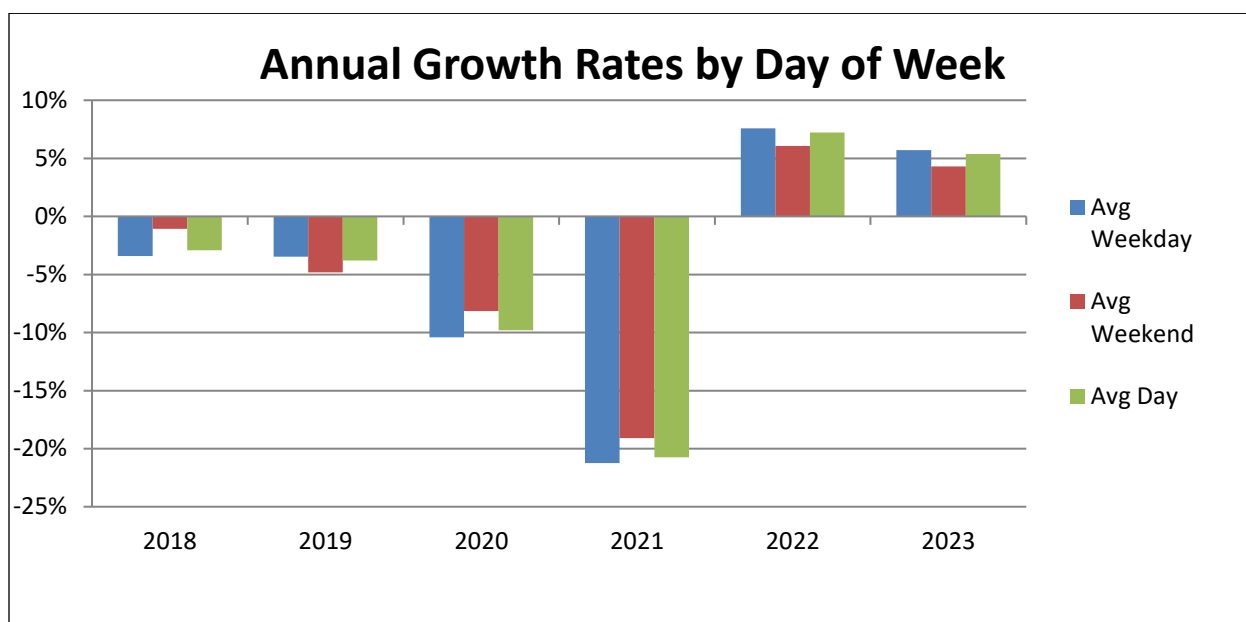
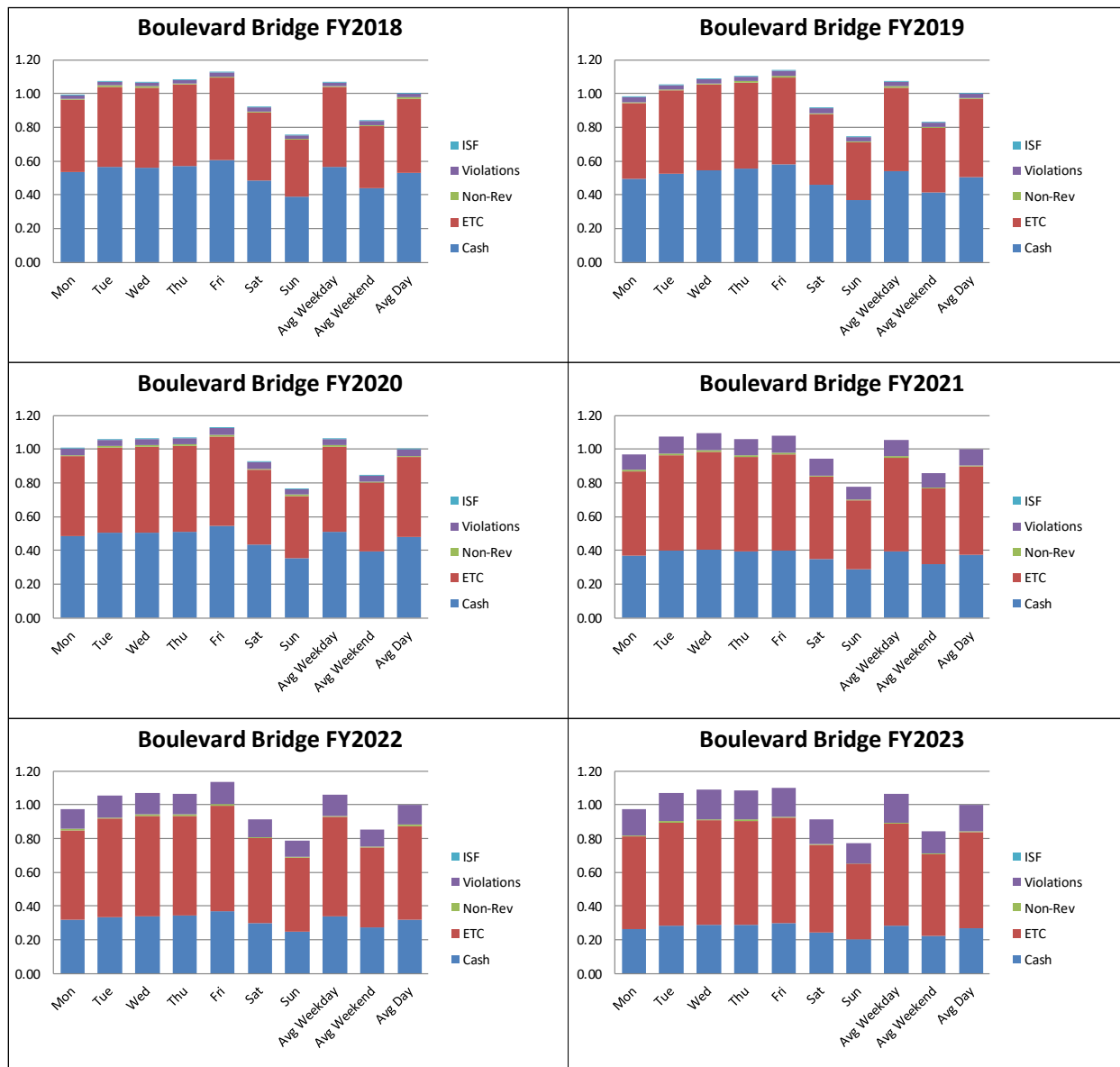
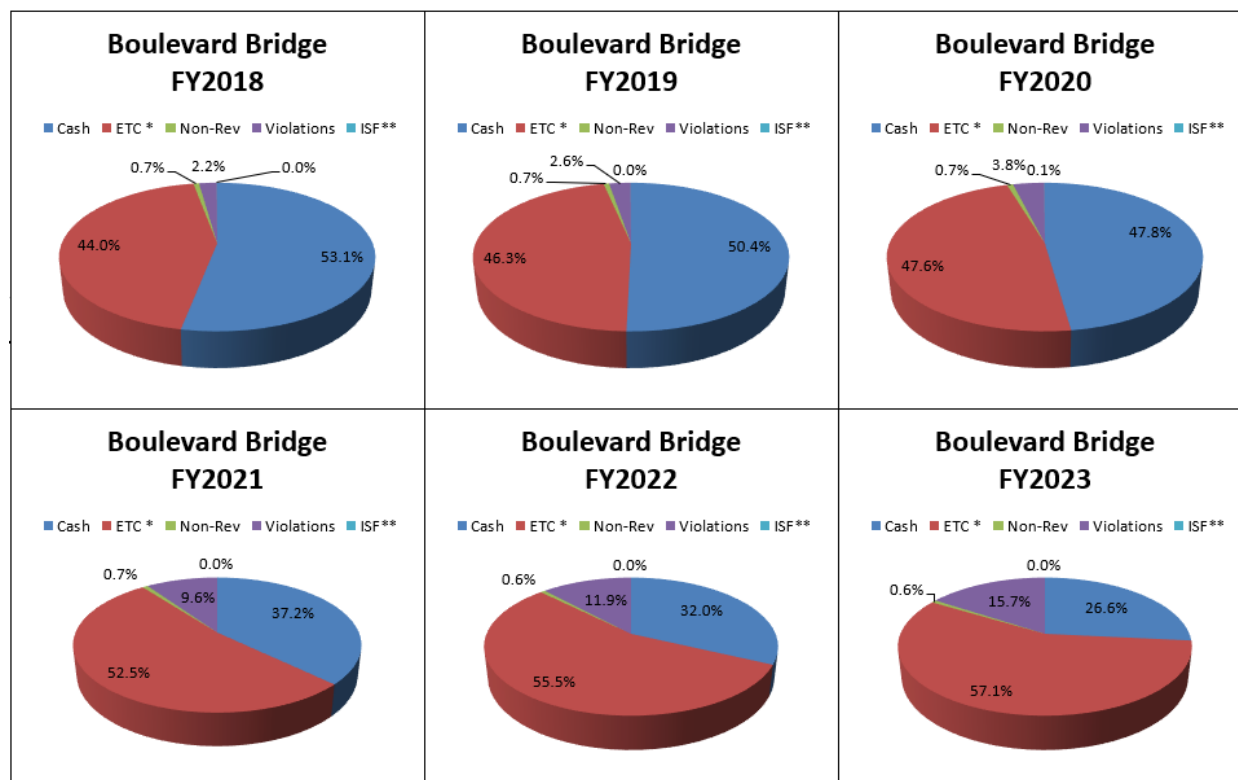
Figure 11-14: Annual Growth Rates by Day of Week, Boulevard Bridge

Figure 11-15: Day of Week by Payment Type by Fiscal Year, Boulevard Bridge



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Figure 11-16: Day of Week by Payment Type by Fiscal Year, Boulevard Bridge (continued)



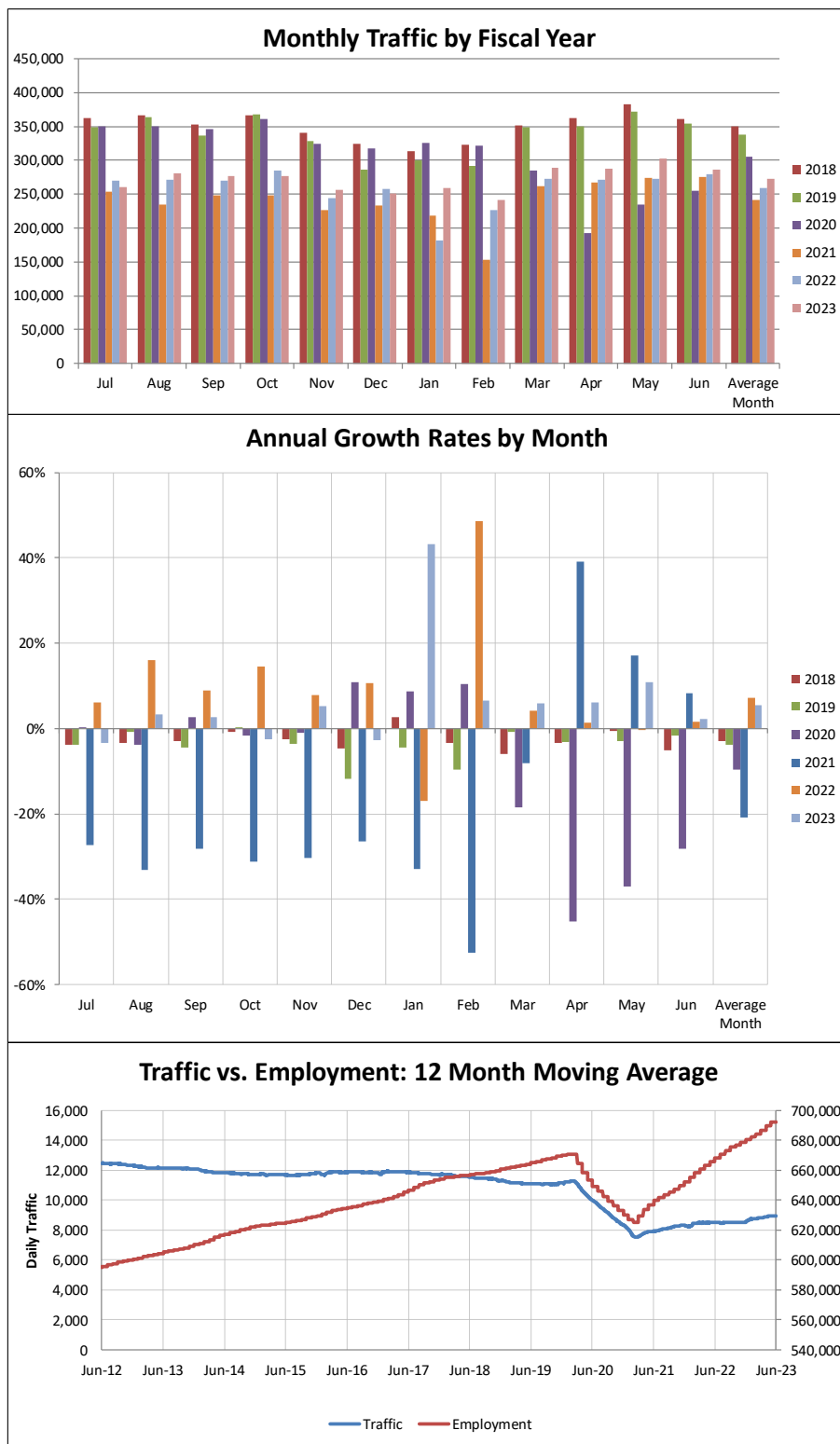
* ETC transactions are reporting only paid E-ZPass transactions and not non-rev or violation transactions that are from E-ZPass
 **ISF transactions refer to the insufficient funds that were collected for them.

Table 11-12: Historical Traffic by Month and Fiscal Year, Boulevard Bridge

Month	Boulevard Bridge Historical Traffic by Month and Fiscal Year										
	2018	Growth	2019	Growth	2020	Growth	2021	Growth	2022	Growth	2023
Jul	361,908	-3.7%	348,461	0.3%	349,673	-27.3%	254,163	6.1%	269,644	-3.3%	260,686
Aug	366,663	-0.8%	363,736	-3.9%	349,676	-33.1%	234,101	16.1%	271,718	3.3%	280,603
Sep	352,923	-4.5%	336,945	2.7%	346,039	-28.3%	248,118	8.9%	270,178	2.6%	277,252
Oct	366,152	0.2%	367,065	-1.6%	361,041	-31.2%	248,472	14.6%	284,640	-2.6%	277,206
Nov	340,101	-3.6%	327,930	-1.1%	324,305	-30.3%	225,988	7.8%	243,715	5.3%	256,741
Dec	324,644	-11.8%	286,206	10.9%	317,371	-26.6%	233,050	10.6%	257,664	-2.7%	250,834
Jan	313,563	-4.5%	299,313	8.6%	325,189	-33.0%	217,853	-16.9%	180,962	43.2%	259,130
Feb	322,468	-9.7%	291,198	10.3%	321,276	-52.5%	152,473	48.5%	226,491	6.4%	241,098
Mar	351,935	-0.9%	348,930	-18.5%	284,508	-8.2%	261,317	4.2%	272,260	5.9%	288,428
Apr	361,922	-3.1%	350,689	-45.2%	192,258	39.1%	267,518	1.4%	271,357	6.0%	287,663
May	383,125	-3.0%	371,617	-37.0%	233,979	17.2%	274,201	-0.4%	273,071	10.8%	302,612
Jun	360,673	-1.7%	354,658	-28.1%	254,908	8.2%	275,867	1.5%	279,984	2.1%	285,930
Total	4,206,077	-3.8%	4,046,748	-9.6%	3,660,223	-21.0%	2,893,121	7.2%	3,101,684	5.4%	3,268,183



Figure 11-17: Historical Monthly Traffic and Comparison to Employment, Blvd. Bridge



12.0 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 FY2024. 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.

