

FY 2024 ANNUAL TRAFFIC AND TOLL REVENUE REPORT



FY 2024 Annual Traffic and Toll Revenue Report



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Prepared for:

Richmond Metropolitan Transportation Authority

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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 2024 shows traffic returning to normal levels with traffic and revenue increasing by 4.8% and 33.6% respectively. Powhite Parkway transactions and revenue increased the most in percent terms from FY23 to FY24, with transactions being higher by 6.5% and toll revenue increasing by 35.1%. Downtown Expressway transactions also increased from FY22 to FY23 by 3.1%. Boulevard Bridge observed a 2.7% decrease in transactions. Toll revenue increased across the system, especially considering the toll increase in September 2023. Table 1-1 shows the traffic and toll revenue on the RMTA system for FY23 and FY24.

Table 1-1: RMTA Traffic and Toll Revenue, FY23 to FY24

FY23 to FY24				
Facility	FY23	FY24	Difference	
			Absolute	Percent
Transactions				
Powhite Parkway	35,731,433	38,037,419	2,305,986	6.5%
Downtown Expressway	19,883,141	20,505,819	622,678	3.1%
Boulevard Bridge	3,268,183	3,178,727	-89,456	-2.7%
RMTA Total	58,882,757	61,721,965	2,839,208	4.8%
Toll Revenue				
Powhite Parkway	\$22,763,138	\$30,752,778	\$7,989,640	35.1%
Downtown Expressway	\$11,861,989	\$15,616,098	\$3,754,109	31.6%
Boulevard Bridge	\$947,542	\$1,154,618	\$207,076	21.9%
RMTA Total	\$35,572,669	\$47,523,494	\$11,950,825	33.6%

In terms of transactions, the RMTA's tolled facilities FY24 performance exceeded projections, with actual transactions being observed 8.9% above the FY24 forecasts. Actual revenues were observed to be 8.1% higher than the forecast. The increase in tolls following September 2023 accounts for the substantial increase in revenue in FY24, compared to the previous fiscal year. Table 1-2 shows the actual performance of the RMTA facilities and the overall system in FY24 as compared to the FY24 forecasts. Figure 1-1 shows the year-over-year increase in the Richmond Metropolitan Area employment from FY23 to FY24 compared to the RMTA's monthly transactions for FY23 and FY24 and the percent difference between the two years.

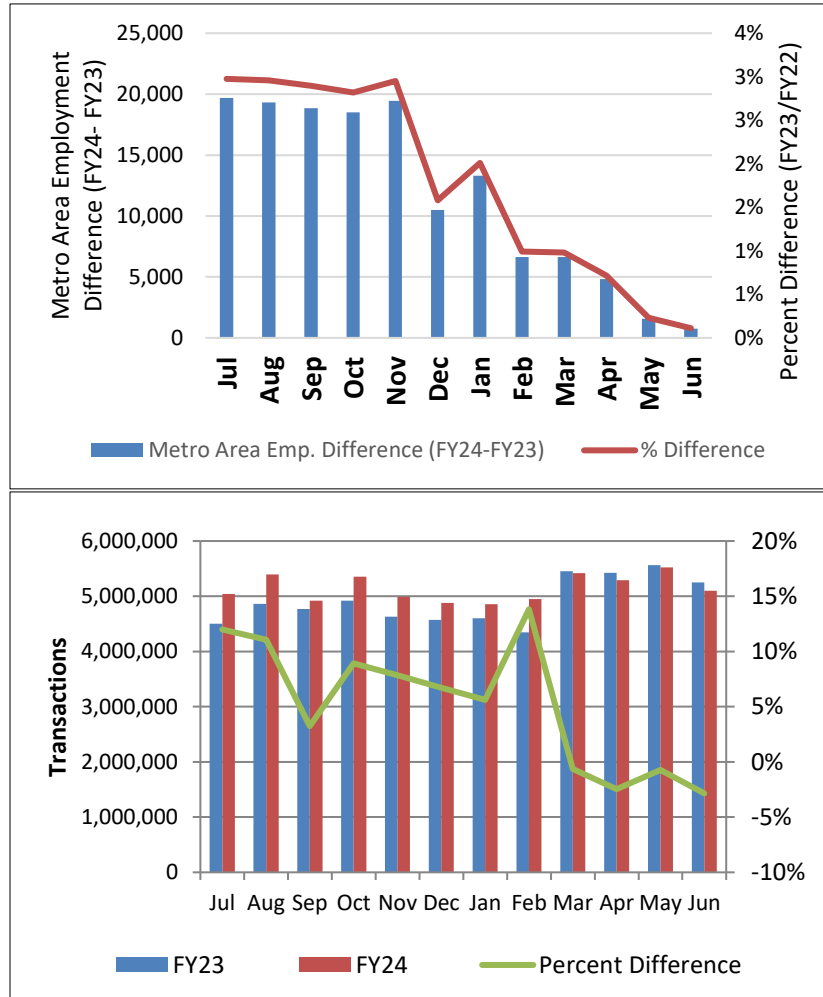


Table 1-2: RMTA FY24 Traffic and Toll Revenue, Actual vs. Forecasts

FY24 - Actual versus Forecast				
Facility	Actual	Forecast	Difference	
			Absolute	Percent
Transactions				
Powhite Parkway	38,037,419	33,174,000	4,863,419	12.8%
Downtown Expressway	20,505,819	19,848,000	657,819	3.2%
Boulevard Bridge	3,178,727	3,178,000	727	0.0%
RMTA Total	61,721,965	56,200,000	5,521,965	8.9%
Toll Revenue				
Powhite Parkway	\$30,752,778	\$27,102,000	\$3,650,778	11.9%
Downtown Expressway	\$15,616,098	\$15,243,000	\$373,098	2.4%
Boulevard Bridge	\$1,154,618	\$1,312,000	-\$157,382	-13.6%
RMTA Total	\$47,523,494	\$43,657,000	\$3,866,494	8.1%



Figure 1-1: Year over Year Employment Growth, in Absolute and Percent Terms (Top) and Monthly RMTA Transactions in FY23 and FY24 (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.



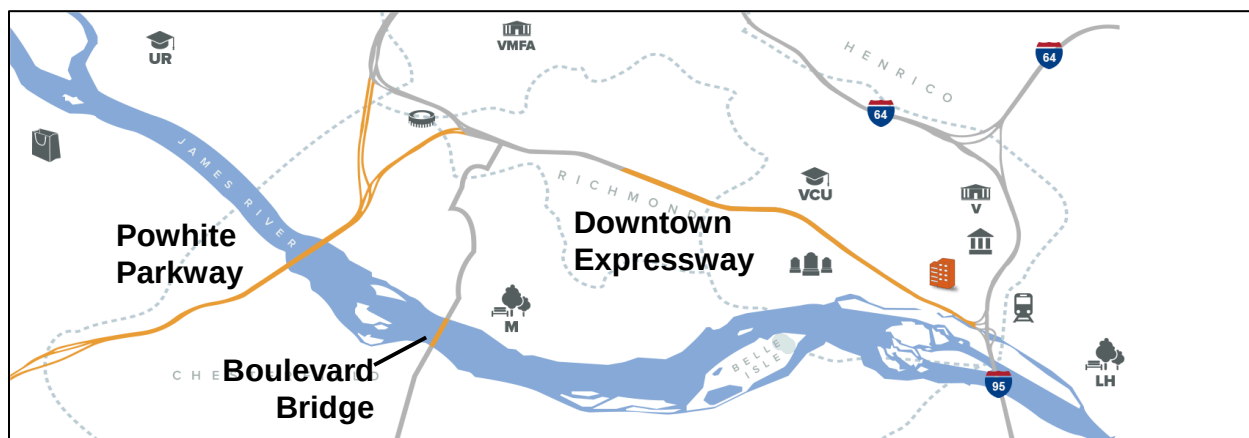
The current RMTA Expressway System consists of three facilities: the Powhite Parkway, the Downtown Expressway, and the Boulevard Bridge. The location of the RMTA Expressway System is shown in Figure 2-1. A further description of the facilities on the RMTA Expressway System follows.

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 (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	NA	NA	NA

The current RMTA Expressway toll schedule went into effect September 1, 2023. The previous toll schedule was in effect from September 8, 2008, to August 31, 2023. Prior to 2008, the toll schedule that 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.

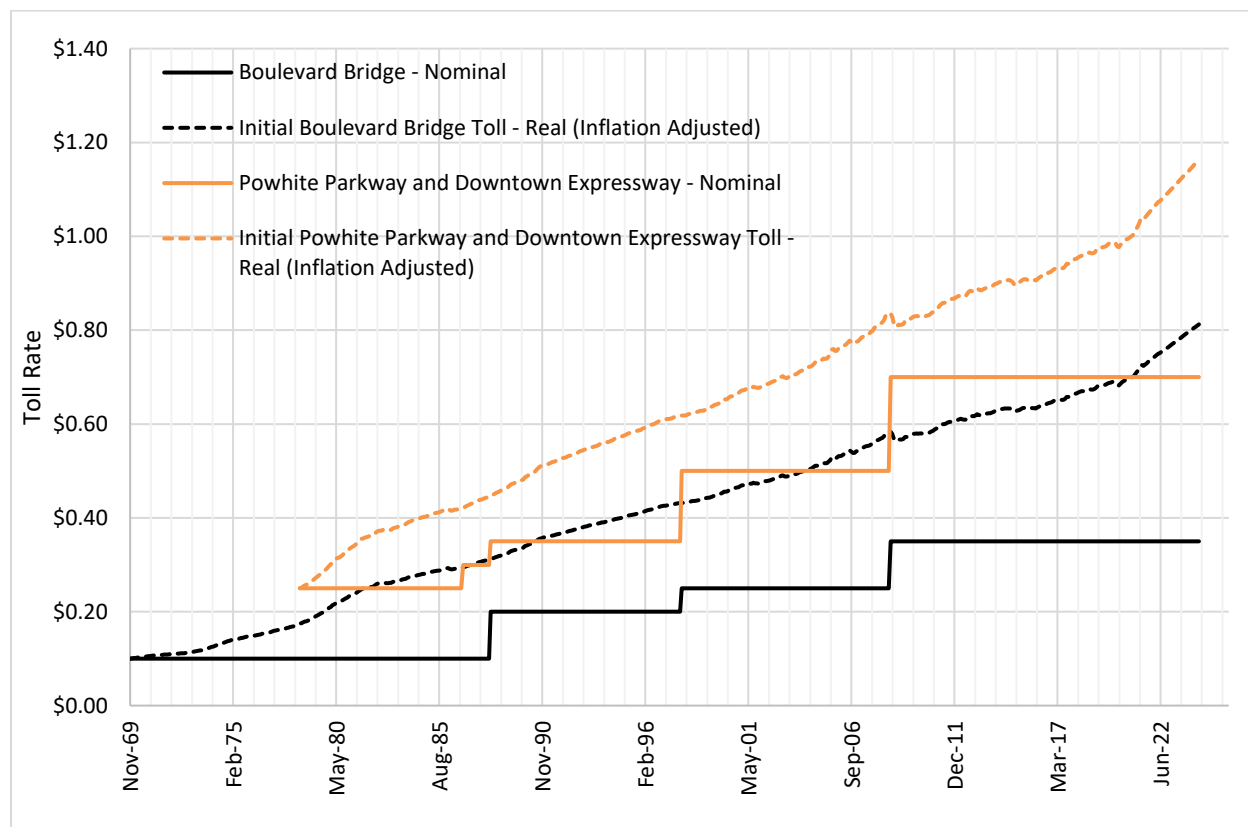
The RMTA has increased tolls throughout the history of the Authority to fund operations, maintenance, and capital needs of their facilities while continuing to meet the demands of the growing traffic base in Richmond. The first toll increase was on July 20, 1978, which raised the two-axle toll at the 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 1, 2008, was the last adjustment providing the toll schedule removing the difference between cash and electronic payments, before the most recent increase in September 2023 shown in Table 3-1.

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 period. As shown in the Figure, inflation-adjusted toll rates are much higher than the most recent 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 most recent rate for the Powhite Parkway and Downtown Expressway and 106% more (\$0.72) for the Boulevard Bridge in June 2021. Thus, the tolls had been much lower than they were in the past and in each successive year continue to retreat in value, before the September 2023 increase.

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. As of August 2024, Traffic and revenue for the RMTA system appear to be at or near pre-pandemic levels.

Figure 4-1: RMTA System Transactions, March 1, 2020, through June 30, 2024, compared to pre-COVID-19 Transactions (March 2019-February 2020)

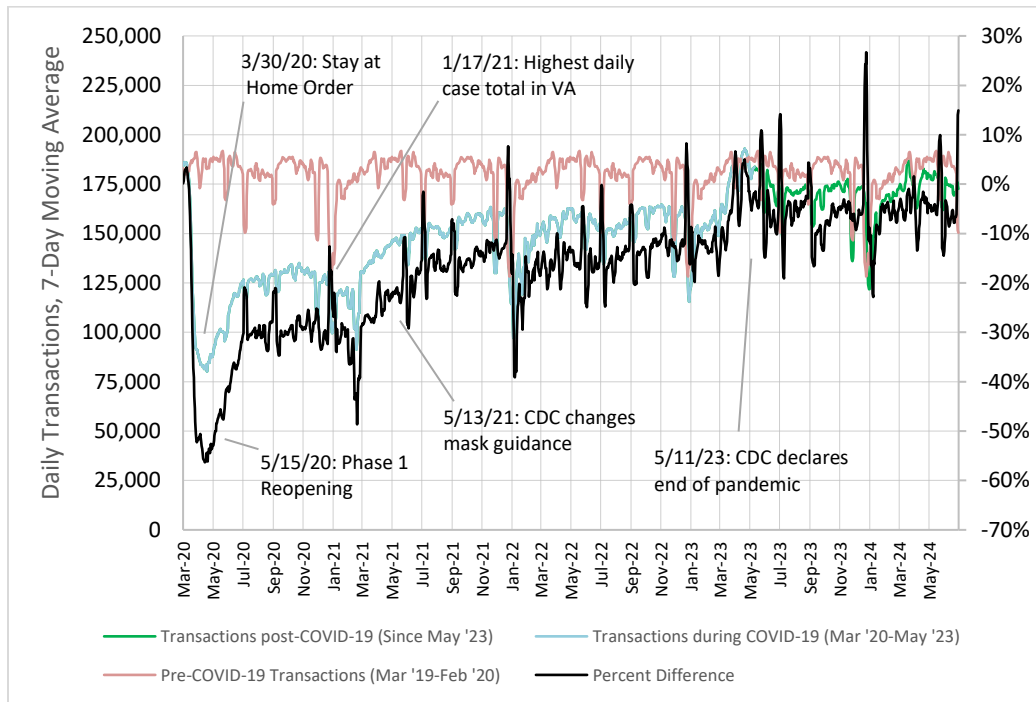


Figure 4-2: Powwhite Parkway Transactions, March 1, 2020, through June 30, 2024, compared to pre-COVID-19 Transactions (March 2019-February 2020)

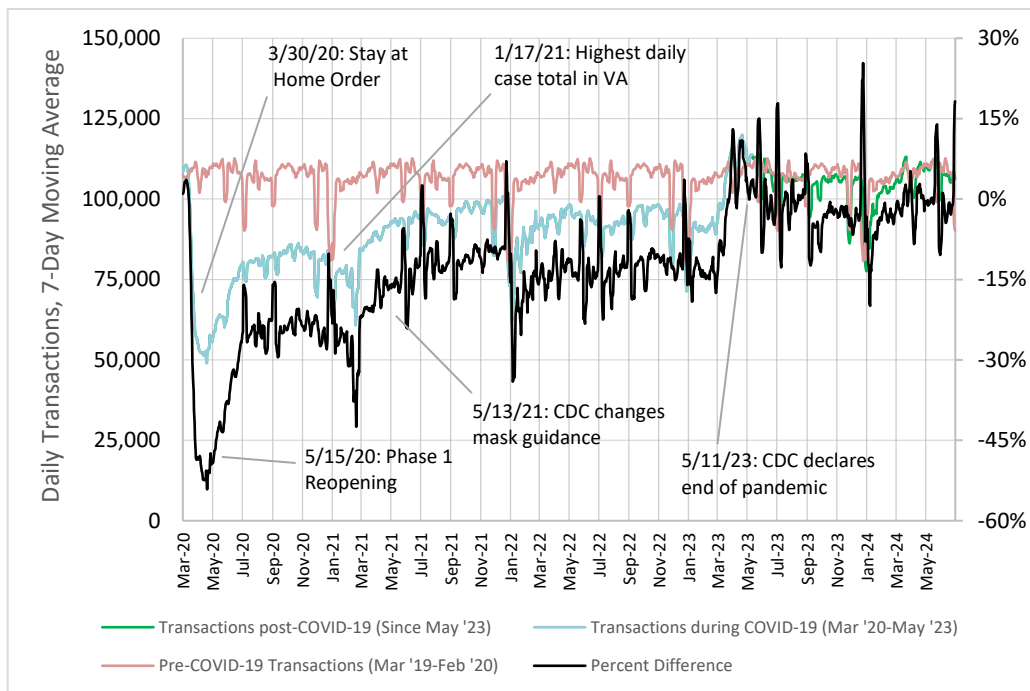


Figure 4-3: Downtown Expressway Transactions, March 1, 2020, through June 30, 2024, compared to pre-COVID-19 Transactions (March 2019-February 2020)

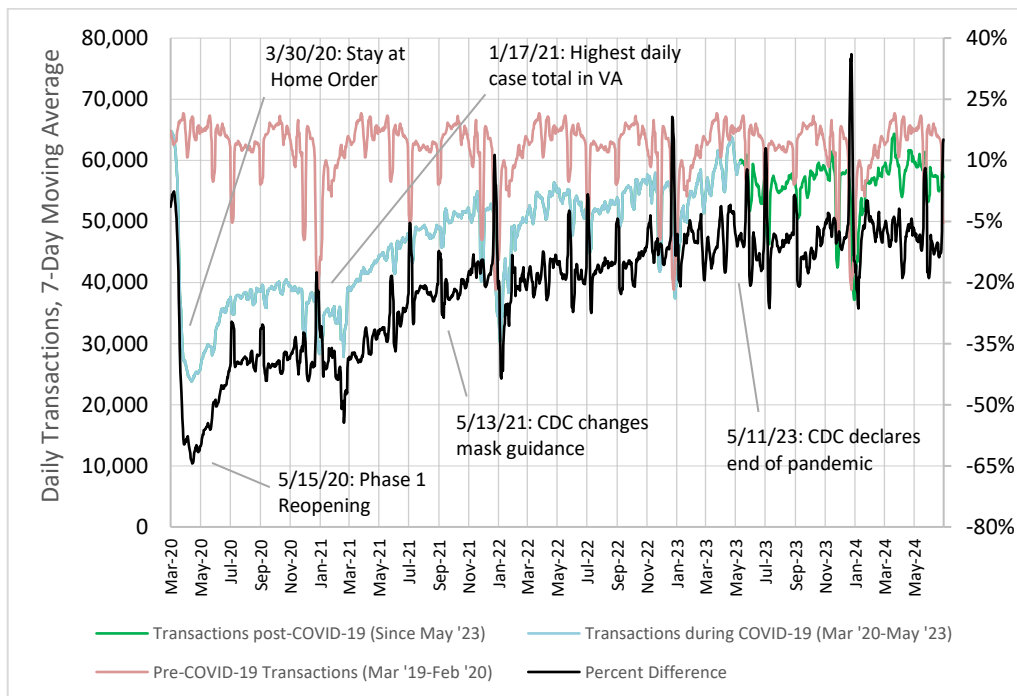
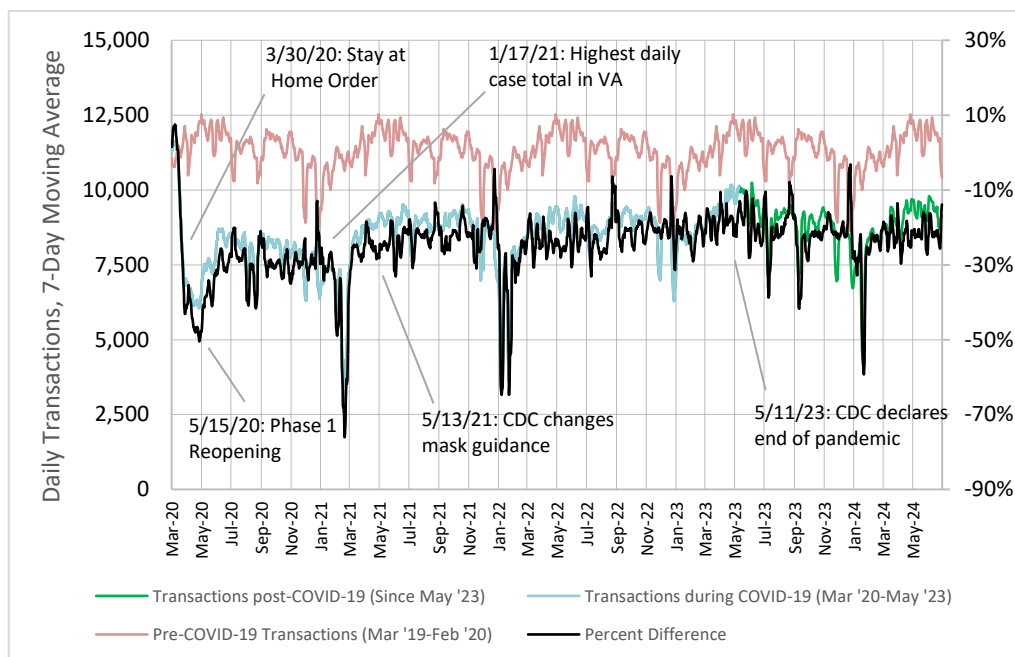


Figure 4-4: Boulevard Bridge Transactions, March 1, 2020, through June 30, 2024, compared to pre-COVID-19 Transactions (March 2019-February 2020)



5.0 FY23 TO FY24 CHANGE

- Overall traffic and revenue increased from FY23 to FY24 by 4.8% and 33.6%, respectively.
 - The Powhite Parkway observed the largest increase both in terms of traffic and revenue, at 6.5% and 35.1% respectively.
 - Downtown Expressway transactions increased by 3.1% and toll revenue increased by 31.6%.
 - The Boulevard Bridge transactions decreased by 2.7% and toll revenue increased by 21.9%.
- The average toll on each facility has increased since 2023 owing to the increase in September 2023, averaging around 26% higher than the FY23. Figure 5-2 shows the average toll rate by month for each facility and the entire RMTA system for FY 2024.
- Monthly data follows:
 - Between July and February, traffic and revenue were significantly higher in FY24 than FY23.



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- February has observed a substantial increase in both traffic and revenue in FY24 as compared to FY23.
- 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 2024, except between March to June which observed a slight decrease in traffic.

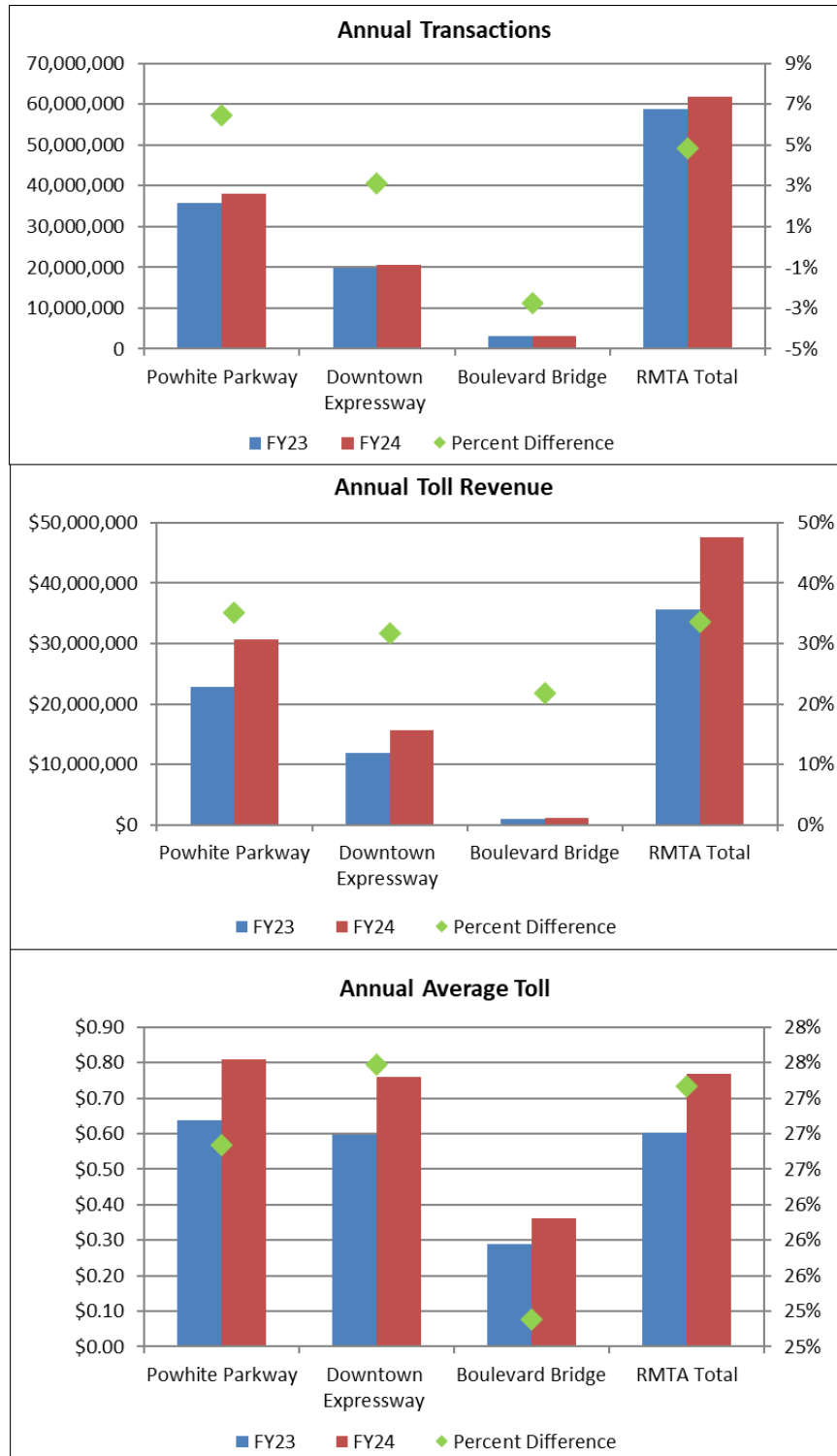
Table 5-1 and Figure 5-1 show the annual change in traffic, revenue, and average toll from FY23 to FY24 for each RMTA facility and the system as a whole. Table 5-2 shows the change in traffic and revenue from FY23 to FY24 for each month on the RMTA System and specifically on the Powhite Parkway. Table 5-3 shows the change in traffic and revenue from FY23 to FY24 for each month on the Downtown Expressway and the Boulevard Bridge. Figure 5-2 shows the average toll rates for all months of FY24 for each facility and the whole system.

Table 5-1: RMTA Change in Traffic, Revenue and Average Toll, FY23 to FY24

FY23 to FY24				
Facility	FY23	FY24	Difference	
			Absolute	Percent
Transactions				
Powhite Parkway	35,731,433	38,037,419	2,305,986	6.5%
Downtown Expressway	19,883,141	20,505,819	622,678	3.1%
Boulevard Bridge	3,268,183	3,178,727	-89,456	-2.7%
RMTA Total	58,882,757	61,721,965	2,839,208	4.8%
Toll Revenue				
Powhite Parkway	\$22,763,138	\$30,752,778	\$7,989,640	35.1%
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Boulevard Bridge	\$947,542	\$1,154,618	\$207,076	21.9%
RMTA Total	\$35,572,669	\$47,523,494	\$11,950,825	33.6%
Average Toll				
Powhite Parkway	\$0.637	\$0.808	\$0.1714	26.9%
Downtown Expressway	\$0.597	\$0.762	\$0.1650	27.7%
Boulevard Bridge	\$0.290	\$0.363	\$0.0733	25.3%
RMTA Total	\$0.604	\$0.770	\$0.1658	27.5%



Figure 5-1: RMTA Change in Traffic, Revenue and Average Toll, FY23 to FY24



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Table 5-2: Change in Monthly Traffic and Revenue on the RMTA System and Powhite Parkway, FY23 to FY24

RMTA Total				
Month	FY23	FY24	Difference	
			Absolute	Percent
Transactions				
Jul	4,503,399	5,043,102	539,703	12.0%
Aug	4,858,929	5,396,607	537,678	11.1%
Sep	4,766,728	4,920,576	153,848	3.2%
Oct	4,918,278	5,356,567	438,289	8.9%
Nov	4,627,428	4,990,167	362,739	7.8%
Dec	4,569,526	4,876,900	307,374	6.7%
Jan	4,598,340	4,856,003	257,663	5.6%
Feb	4,347,964	4,948,892	600,928	13.8%
Mar	5,452,357	5,417,986	-34,371	-0.6%
Apr	5,424,998	5,290,341	-134,657	-2.5%
May	5,563,559	5,523,380	-40,179	-0.7%
Jun	5,251,251	5,101,444	-149,807	-2.9%
Total	58,882,757	61,721,965	2,839,208	4.8%
Toll Revenue				
Jul	\$2,601,744	\$3,047,378	\$445,634	17.1%
Aug	\$3,216,707	\$3,297,696	\$80,989	2.5%
Sep	\$2,852,036	\$3,945,993	\$1,093,957	38.4%
Oct	\$3,152,667	\$4,459,835	\$1,307,168	41.5%
Nov	\$2,866,077	\$3,862,264	\$996,187	34.8%
Dec	\$2,571,888	\$3,805,696	\$1,233,808	48.0%
Jan	\$2,999,845	\$4,040,789	\$1,040,944	34.7%
Feb	\$2,538,044	\$3,979,614	\$1,441,570	56.8%
Mar	\$3,144,518	\$4,356,532	\$1,212,014	38.5%
Apr	\$3,153,010	\$4,287,718	\$1,134,708	36.0%
May	\$3,270,291	\$4,306,713	\$1,036,422	31.7%
Jun	\$3,205,842	\$4,133,266	\$927,424	28.9%
Total	\$35,572,669	\$47,523,494	\$11,950,825	33.6%
Powhite Parkway				
Month	FY23	FY24	Difference	
			Absolute	Percent
Transactions				
Jul	2,715,280	3,153,283	438,003	16.1%
Aug	2,921,905	3,328,025	406,120	13.9%
Sep	2,862,079	3,035,818	173,739	6.1%
Oct	2,950,714	3,282,586	331,872	11.2%
Nov	2,774,807	3,069,183	294,376	10.6%
Dec	2,760,338	3,034,436	274,098	9.9%
Jan	2,764,090	3,002,372	238,282	8.6%
Feb	2,562,087	3,020,254	458,167	17.9%
Mar	3,336,681	3,309,500	-27,181	-0.8%
Apr	3,374,211	3,244,374	-129,837	-3.8%
May	3,444,283	3,402,453	-41,830	-1.2%
Jun	3,264,958	3,155,135	-109,823	-3.4%
Total	35,731,433	38,037,419	2,305,986	6.5%
Toll Revenue				
Jul	\$1,668,010	\$1,980,937	\$312,927	18.8%
Aug	\$2,057,458	\$2,123,052	\$65,594	3.2%
Sep	\$1,818,437	\$2,555,124	\$736,687	40.5%
Oct	\$2,007,907	\$2,871,991	\$864,084	43.0%
Nov	\$1,822,140	\$2,491,370	\$669,230	36.7%
Dec	\$1,644,046	\$2,478,785	\$834,739	50.8%
Jan	\$1,924,812	\$2,625,217	\$700,405	36.4%
Feb	\$1,577,770	\$2,549,426	\$971,656	61.6%
Mar	\$2,008,736	\$2,797,252	\$788,516	39.3%
Apr	\$2,027,761	\$2,776,167	\$748,406	36.9%
May	\$2,123,129	\$2,797,470	\$674,341	31.8%
Jun	\$2,082,932	\$2,705,987	\$623,055	29.9%
Total	\$22,763,138	\$30,752,778	\$7,989,640	35.1%



FY 2024 ANNUAL TRAFFIC AND TOLL REVENUE REPORT

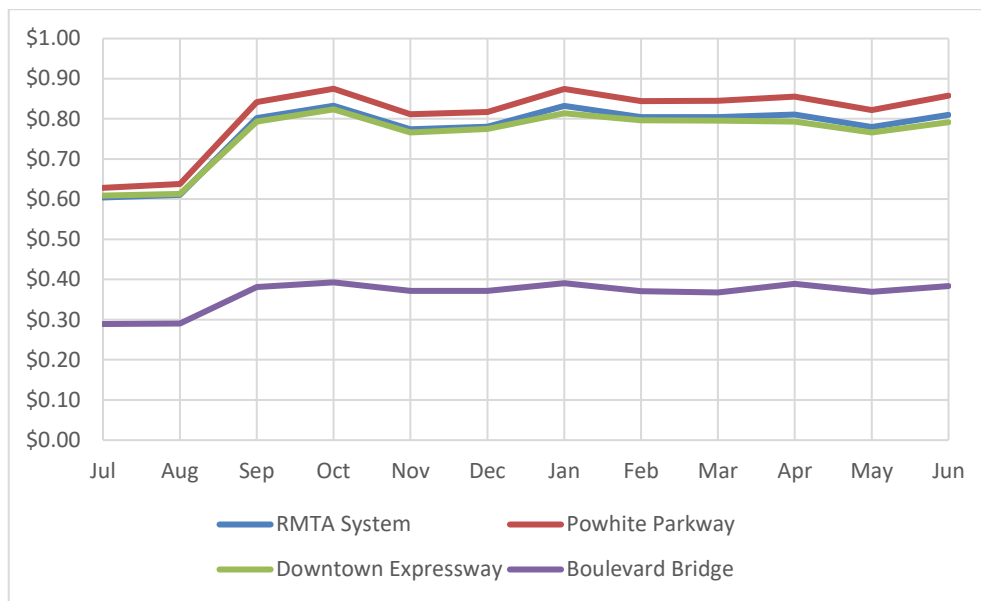
Table 5-3: Change in Monthly Traffic and Revenue on the Downtown Expressway and Boulevard Bridge, FY23 to FY24

Downtown Expressway					
Month	FY23	FY24	Difference		
			Absolute	Percent	
Transactions					
Jul	1,527,433	1,626,378	98,945	6.5%	2,000,000
Aug	1,656,421	1,779,442	123,021	7.4%	1,750,000
Sep	1,627,397	1,632,059	4,662	0.3%	1,500,000
Oct	1,690,358	1,794,974	104,616	6.2%	1,250,000
Nov	1,595,880	1,665,704	69,824	4.4%	1,000,000
Dec	1,558,354	1,591,354	33,000	2.1%	750,000
Jan	1,575,120	1,632,304	57,184	3.6%	500,000
Feb	1,544,779	1,680,720	135,941	8.8%	250,000
Mar	1,827,248	1,832,542	5,294	0.3%	0
Apr	1,763,124	1,769,673	6,549	0.4%	
May	1,816,664	1,830,934	14,270	0.8%	
Jun	1,700,363	1,669,735	-30,628	-1.8%	
Total	19,883,141	20,505,819	622,678	3.1%	
Toll Revenue					
Jul	\$858,794	\$990,277	\$131,483	15.3%	\$1,600,000
Aug	\$1,070,897	\$1,090,730	\$19,833	1.9%	\$1,400,000
Sep	\$952,868	\$1,294,473	\$341,605	35.9%	\$1,200,000
Oct	\$1,059,144	\$1,478,235	\$419,091	39.6%	\$1,000,000
Nov	\$967,201	\$1,276,027	\$308,826	31.9%	\$800,000
Dec	\$861,325	\$1,233,536	\$372,211	43.2%	\$600,000
Jan	\$994,049	\$1,329,131	\$335,082	33.7%	\$400,000
Feb	\$895,076	\$1,338,305	\$443,229	49.5%	\$200,000
Mar	\$1,053,775	\$1,457,900	\$404,125	38.4%	\$0
Apr	\$1,044,009	\$1,404,017	\$360,008	34.5%	
May	\$1,064,638	\$1,402,213	\$337,575	31.7%	
Jun	\$1,040,213	\$1,321,254	\$281,041	27.0%	
Total	\$11,861,989	\$15,616,098	\$3,754,109	31.6%	

Boulevard Bridge					
Month	FY23	FY24	Difference		
			Absolute	Percent	
Transactions					
Jul	260,686	263,441	2,755	1.1%	350,000
Aug	280,603	289,140	8,537	3.0%	300,000
Sep	277,252	252,699	-24,553	-8.9%	250,000
Oct	277,206	279,007	1,801	0.6%	200,000
Nov	256,741	255,280	-1,461	-0.6%	150,000
Dec	250,834	251,110	276	0.1%	100,000
Jan	259,130	221,327	-37,803	-14.6%	50,000
Feb	241,098	247,918	6,820	2.8%	0
Mar	288,428	275,944	-12,484	-4.3%	
Apr	287,663	276,294	-11,369	-4.0%	
May	302,612	289,993	-12,619	-4.2%	
Jun	285,930	276,574	-9,356	-3.3%	
Total	3,268,183	3,178,727	-89,456	-2.7%	
Toll Revenue					
Jul	\$74,940	\$76,164	\$1,224	1.6%	\$180,000
Aug	\$88,352	\$83,914	-\$4,438	-5.0%	\$150,000
Sep	\$80,731	\$96,396	\$15,665	19.4%	\$120,000
Oct	\$85,616	\$109,609	\$23,993	28.0%	\$90,000
Nov	\$76,736	\$94,867	\$18,131	23.6%	\$60,000
Dec	\$66,517	\$93,375	\$26,858	40.4%	\$30,000
Jan	\$80,984	\$86,441	\$5,457	6.7%	\$0
Feb	\$65,198	\$91,883	\$26,685	40.9%	
Mar	\$82,007	\$101,380	\$19,373	23.6%	
Apr	\$81,240	\$107,534	\$26,294	32.4%	
May	\$82,524	\$107,030	\$24,506	29.7%	
Jun	\$82,697	\$106,025	\$23,328	28.2%	
Total	\$947,542	\$1,154,618	\$207,076	21.9%	



Figure 5-2: Average Toll Rates on RMTA Facilities in FY24



6.0 FY24 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 FY24, the forecast is comprised of a single scenario against which actual performance is measured. Table 6-1 and Figure 6-1 compare the FY24 actual annual traffic, revenue, average toll for the RMTA system and its facilities to the FY24 forecasts. Table 6-2, Table 6-3, Table 6-4, and Table 6-5 compare the FY24 actual monthly traffic and revenue to the FY24 forecasts for the RMTA system, Powhite Parkway, Downtown Expressway, and Boulevard Bridge, respectively.

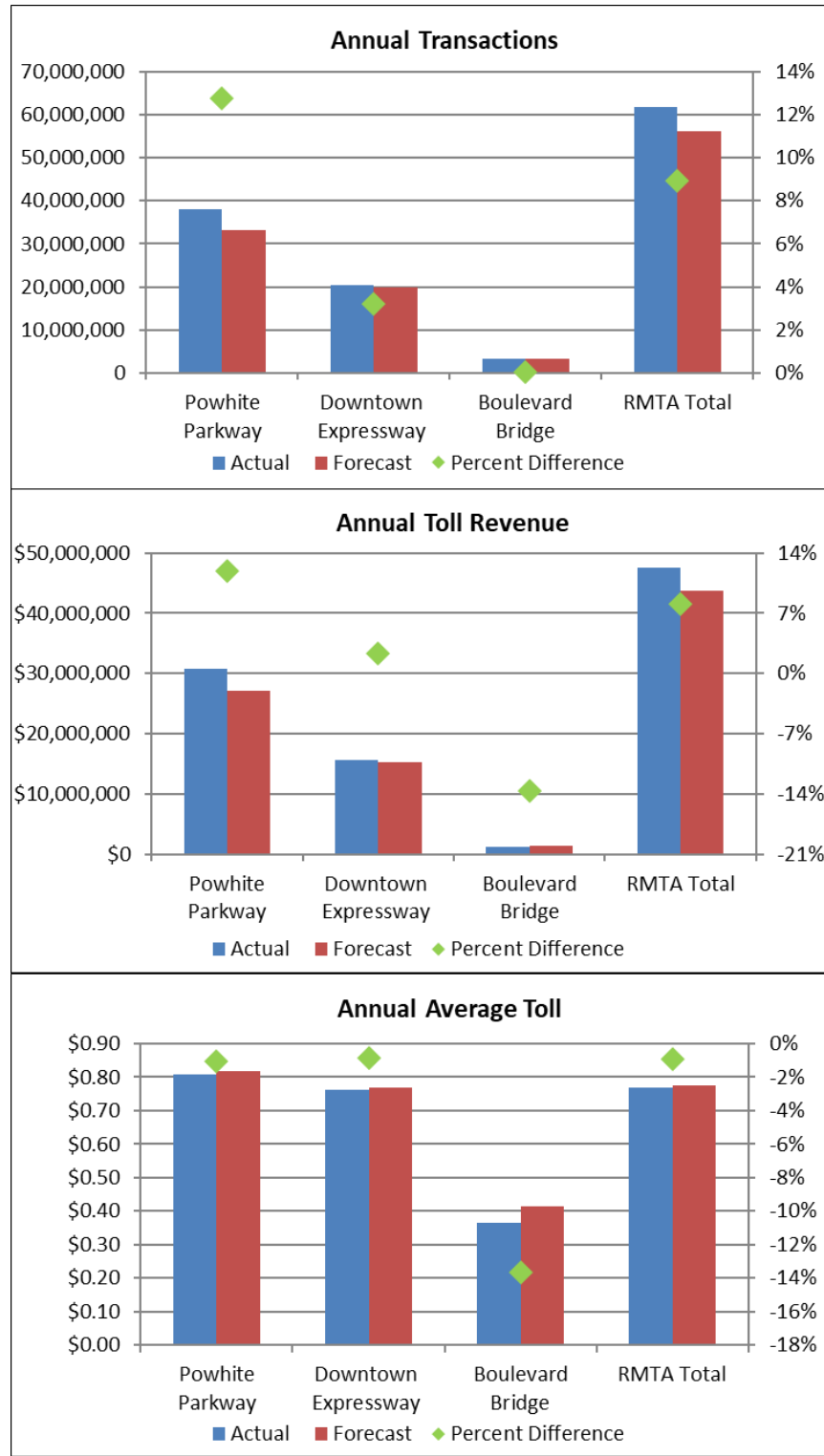


Table 6-1: RMTA Traffic, Revenue and Average Toll, FY24 Actual vs. Forecast

FY24 - Actual versus Forecast				
Facility	Actual	Forecast	Difference	
			Absolute	Percent
Transactions				
Powhite Parkway	38,037,419	33,174,000	4,863,419	12.8%
Downtown Expressway	20,505,819	19,848,000	657,819	3.2%
Boulevard Bridge	3,178,727	3,178,000	727	0.0%
RMTA Total	61,721,965	56,200,000	5,521,965	8.9%
Toll Revenue				
Powhite Parkway	\$30,752,778	\$27,102,000	\$3,650,778	11.9%
Downtown Expressway	\$15,616,098	\$15,243,000	\$373,098	2.4%
Boulevard Bridge	\$1,154,618	\$1,312,000	-\$157,382	-13.6%
RMTA Total	\$47,523,494	\$43,657,000	\$3,866,494	8.1%
Average Toll				
Powhite Parkway	\$0.808	\$0.817	-\$0.0085	-1.0%
Downtown Expressway	\$0.762	\$0.768	-\$0.0064	-0.8%
Boulevard Bridge	\$0.363	\$0.413	-\$0.0496	-13.7%
RMTA Total	\$0.770	\$0.777	-\$0.0069	-0.9%



Figure 6-1: RMTA Traffic, Revenue and Average Toll, FY24 Actual vs. Forecast



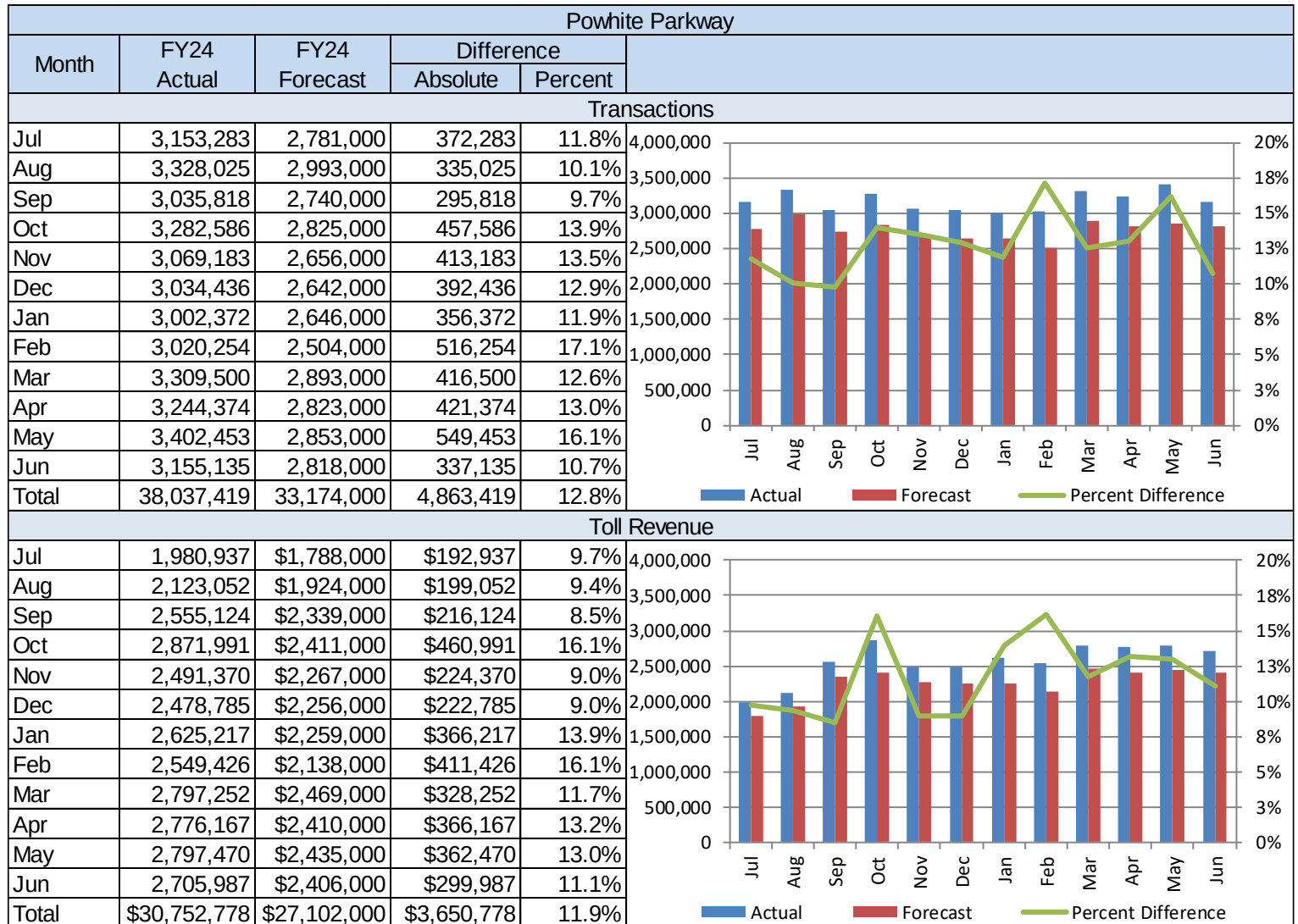
FY 2024 ANNUAL TRAFFIC AND TOLL REVENUE REPORT

Table 6-2: RMTA System Traffic and Revenue, FY24 Actual vs. Forecast

RMTA Total					
Month	FY24 Actual	FY24 Forecast	Difference		
			Absolute	Percent	
Transactions					
Jul	5,043,102	4,653,000	390,102	7.7%	
Aug	5,396,607	5,021,000	375,607	7.0%	
Sep	4,920,576	4,611,000	309,576	6.3%	
Oct	5,356,567	4,758,000	598,567	11.2%	
Nov	4,990,167	4,476,000	514,167	10.3%	
Dec	4,876,900	4,419,000	457,900	9.4%	
Jan	4,856,003	4,447,000	409,003	8.4%	
Feb	4,948,892	4,241,000	707,892	14.3%	
Mar	5,417,986	4,974,000	443,986	8.2%	
Apr	5,290,341	4,857,000	433,341	8.2%	
May	5,523,380	4,906,000	617,380	11.2%	
Jun	5,101,444	4,837,000	264,444	5.2%	
Total	61,721,965	56,200,000	5,521,965	8.9%	
Toll Revenue					
Jul	\$3,047,378	\$2,850,000	\$197,378	6.5%	
Aug	\$3,297,696	\$3,075,000	\$222,696	6.8%	
Sep	\$3,945,993	\$3,737,000	\$208,993	5.3%	
Oct	\$4,459,835	\$3,858,000	\$601,835	13.5%	
Nov	\$3,862,264	\$3,632,000	\$230,264	6.0%	
Dec	\$3,805,696	\$3,588,000	\$217,696	5.7%	
Jan	\$4,040,789	\$3,609,000	\$431,789	10.7%	
Feb	\$3,979,614	\$3,444,000	\$535,614	13.5%	
Mar	\$4,356,532	\$4,033,000	\$323,532	7.4%	
Apr	\$4,287,718	\$3,936,000	\$351,718	8.2%	
May	\$4,306,713	\$3,977,000	\$329,713	7.7%	
Jun	\$4,133,266	\$3,918,000	\$215,266	5.2%	
Total	\$47,523,494	\$43,657,000	\$3,866,494	8.1%	

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Table 6-3: Powwhite Parkway Traffic and Revenue, FY24 Actual vs. Forecast

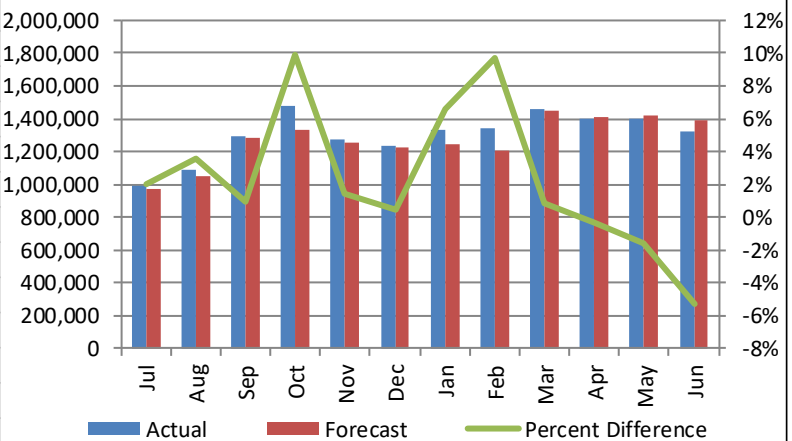
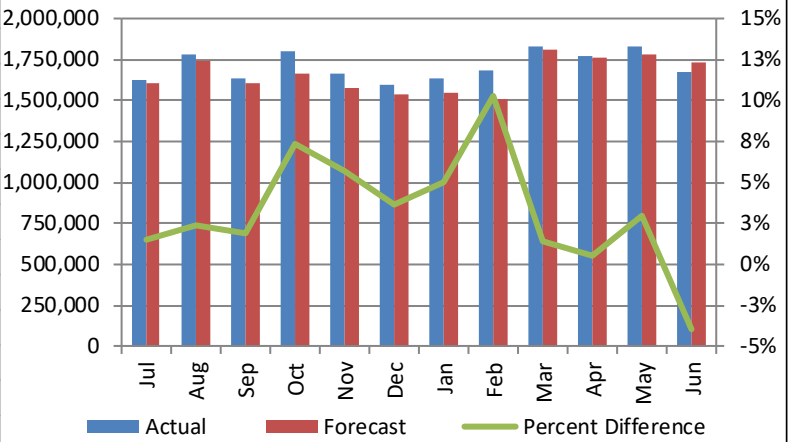


FY 2024 ANNUAL TRAFFIC AND TOLL REVENUE REPORT

Table 6-4: Downtown Expressway Traffic and Revenue, FY24 Actual vs. Forecast

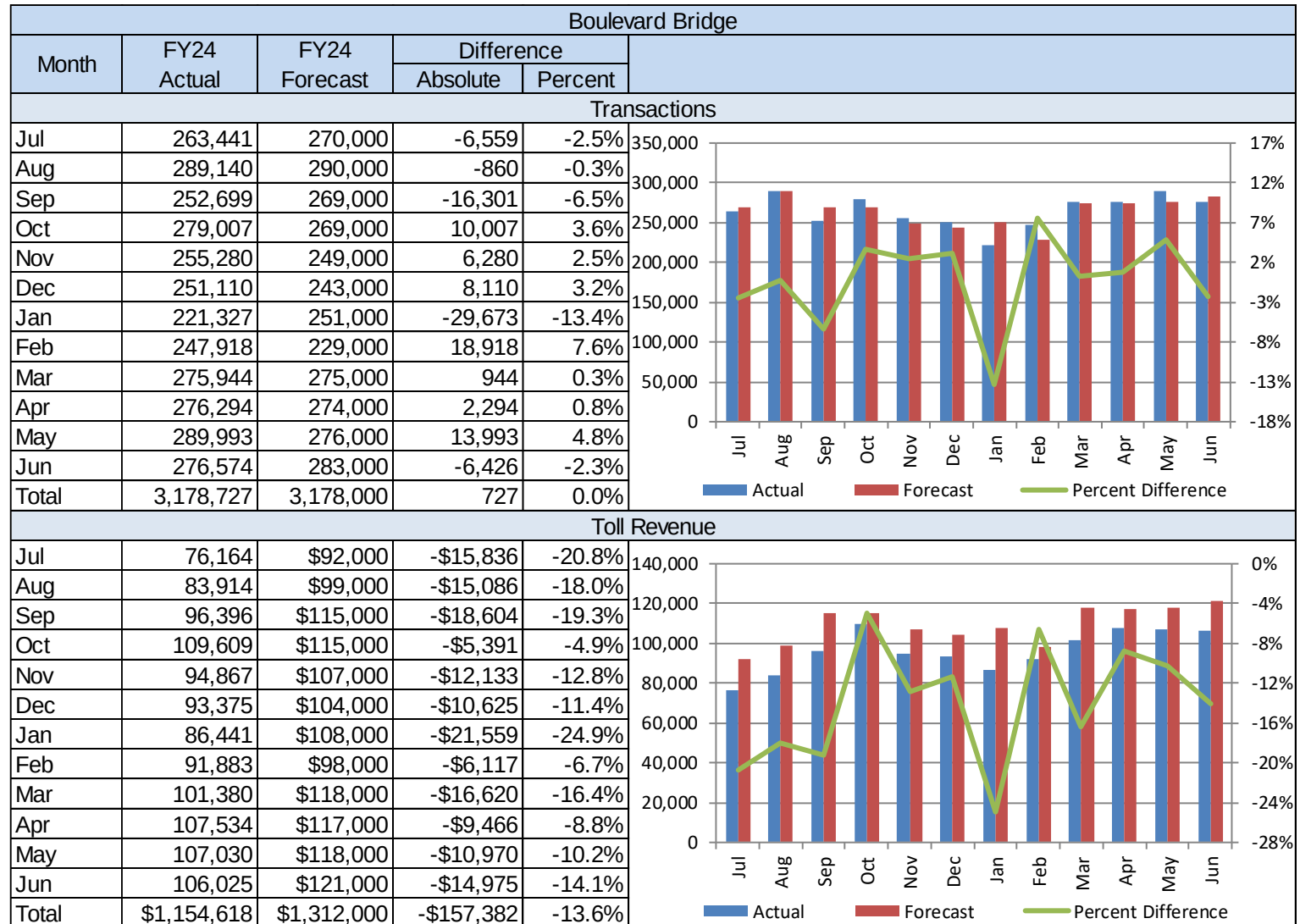
Downtown Expressway																																																														
Month	FY24 Actual	FY24 Forecast	Difference																																																											
			Absolute	Percent																																																										
Transactions																																																														
Jul	1,626,378	1,602,000	24,378	1.5%	<table><thead><tr><th>Month</th><th>Actual</th><th>Forecast</th><th>Percent Difference</th></tr></thead><tbody><tr><td>Jul</td><td>1,626,378</td><td>1,602,000</td><td>1.5%</td></tr><tr><td>Aug</td><td>1,779,442</td><td>1,738,000</td><td>2.3%</td></tr><tr><td>Sep</td><td>1,632,059</td><td>1,602,000</td><td>1.8%</td></tr><tr><td>Oct</td><td>1,794,974</td><td>1,664,000</td><td>7.3%</td></tr><tr><td>Nov</td><td>1,665,704</td><td>1,571,000</td><td>5.7%</td></tr><tr><td>Dec</td><td>1,591,354</td><td>1,534,000</td><td>3.6%</td></tr><tr><td>Jan</td><td>1,632,304</td><td>1,550,000</td><td>5.0%</td></tr><tr><td>Feb</td><td>1,680,720</td><td>1,508,000</td><td>10.3%</td></tr><tr><td>Mar</td><td>1,832,542</td><td>1,806,000</td><td>1.4%</td></tr><tr><td>Apr</td><td>1,769,673</td><td>1,760,000</td><td>0.5%</td></tr><tr><td>May</td><td>1,830,934</td><td>1,777,000</td><td>2.9%</td></tr><tr><td>Jun</td><td>1,669,735</td><td>1,736,000</td><td>-4.0%</td></tr><tr><td>Total</td><td>20,505,819</td><td>19,848,000</td><td>657,819</td><td>3.2%</td></tr></tbody></table>	Month	Actual	Forecast	Percent Difference	Jul	1,626,378	1,602,000	1.5%	Aug	1,779,442	1,738,000	2.3%	Sep	1,632,059	1,602,000	1.8%	Oct	1,794,974	1,664,000	7.3%	Nov	1,665,704	1,571,000	5.7%	Dec	1,591,354	1,534,000	3.6%	Jan	1,632,304	1,550,000	5.0%	Feb	1,680,720	1,508,000	10.3%	Mar	1,832,542	1,806,000	1.4%	Apr	1,769,673	1,760,000	0.5%	May	1,830,934	1,777,000	2.9%	Jun	1,669,735	1,736,000	-4.0%	Total	20,505,819	19,848,000	657,819	3.2%
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Jan	1,632,304	1,550,000	82,304	5.0%																																																										
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Mar	1,832,542	1,806,000	26,542	1.4%																																																										
Apr	1,769,673	1,760,000	9,673	0.5%																																																										
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Dec	1,233,536	\$1,228,000	\$5,536	0.4%																																																										
Jan	1,329,131	\$1,242,000	\$87,131	6.6%																																																										
Feb	1,338,305	\$1,208,000	\$130,305	9.7%																																																										
Mar	1,457,900	\$1,446,000	\$11,900	0.8%																																																										
Apr	1,404,017	\$1,409,000	-\$4,983	-0.4%																																																										
May	1,402,213	\$1,424,000	-\$21,787	-1.6%																																																										
Jun	1,321,254	\$1,391,000	-\$69,746	-5.3%																																																										
Total	\$15,616,098	\$15,243,000	\$373,098	2.4%																																																										



FY 2024 ANNUAL TRAFFIC AND TOLL REVENUE REPORT

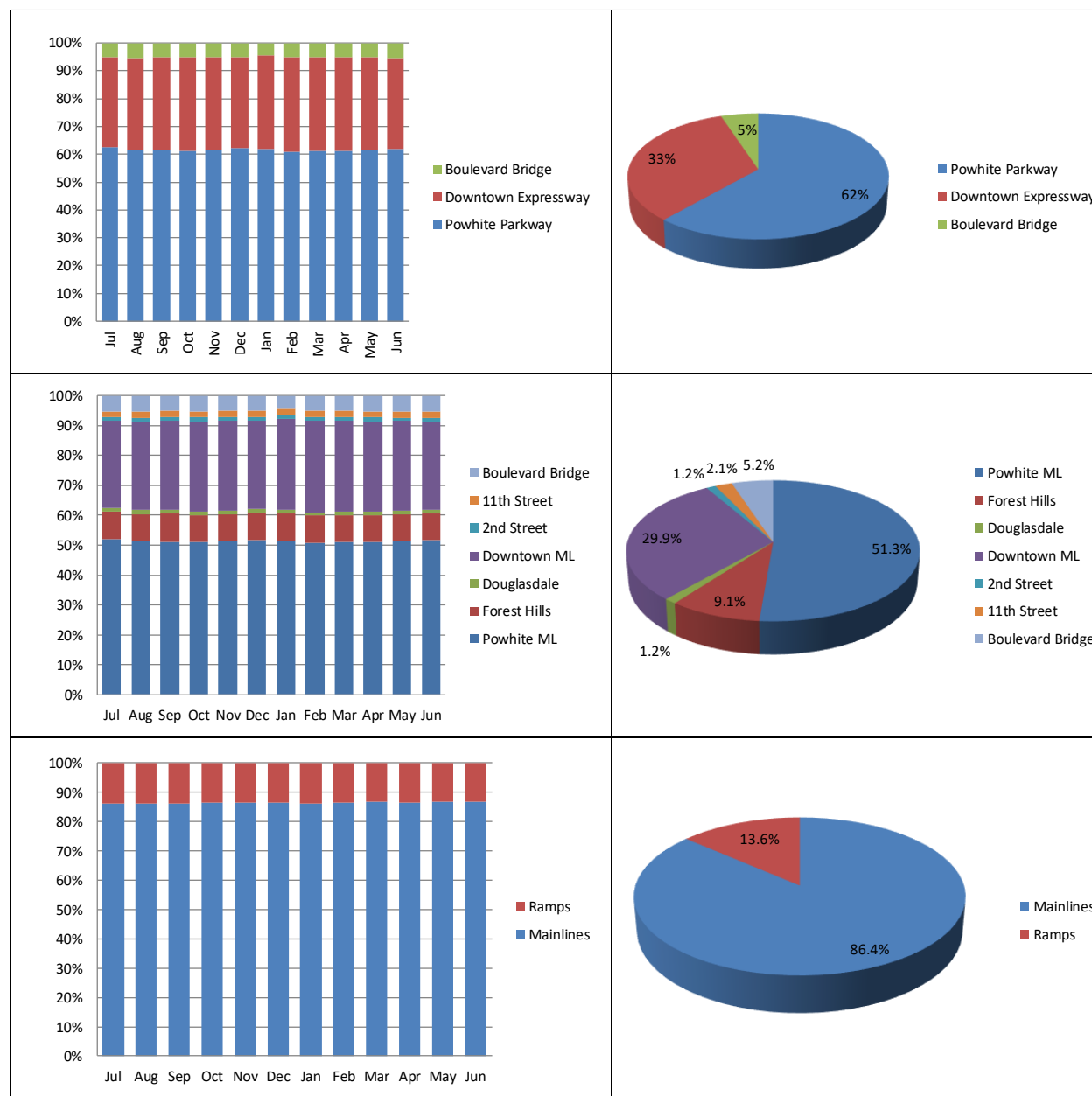
Table 6-5: Boulevard Bridge Traffic and Revenue, FY24 Actual vs. Forecast



7.0 FY24 PERCENT SHARE OF TRAFFIC BY FACILITY

This section presents the percent share of transactions by month and facility as well as total for FY2024. Figure 7-1 shows the percent share of transactions by month and facility. Powwhite Parkway observes the highest number of transactions, at 62% of the total RMTA system. Downtown Expressway has consistently observed a steady flow of traffic, seeing a slight uptick in transactions in January 2024.

Figure 7-1: Percent Share of Transactions FY 2024



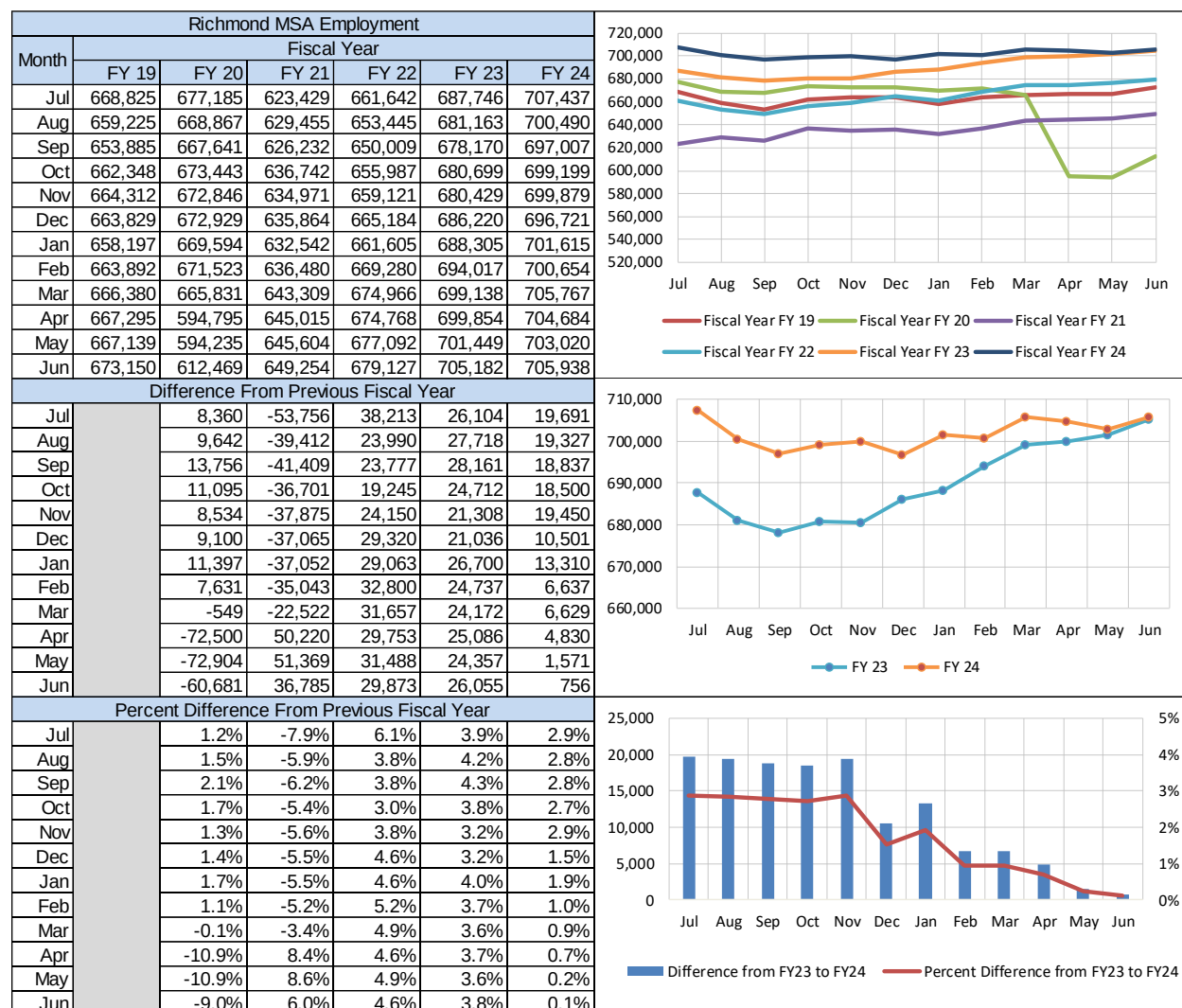
8.0 EMPLOYMENT TRENDS

- Prior to the COVID-19 pandemic, employment in the Richmond Metropolitan Area grew consistently for over 5 years.
- In FY24, regional employment in the Richmond Metropolitan Area is at its highest in the last six years, averaging around 700,000 jobs.
- The Richmond Metropolitan Area's lowest month of employment in FY24 was December 2023, when there were about 696,700 jobs.
- Employment in the most recent month (June 2024) was about 705,900 which is almost identical to the employment in the last June (June 2023), 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 FY19 to FY24.



Table 8-1: Richmond MSA Employment Analysis



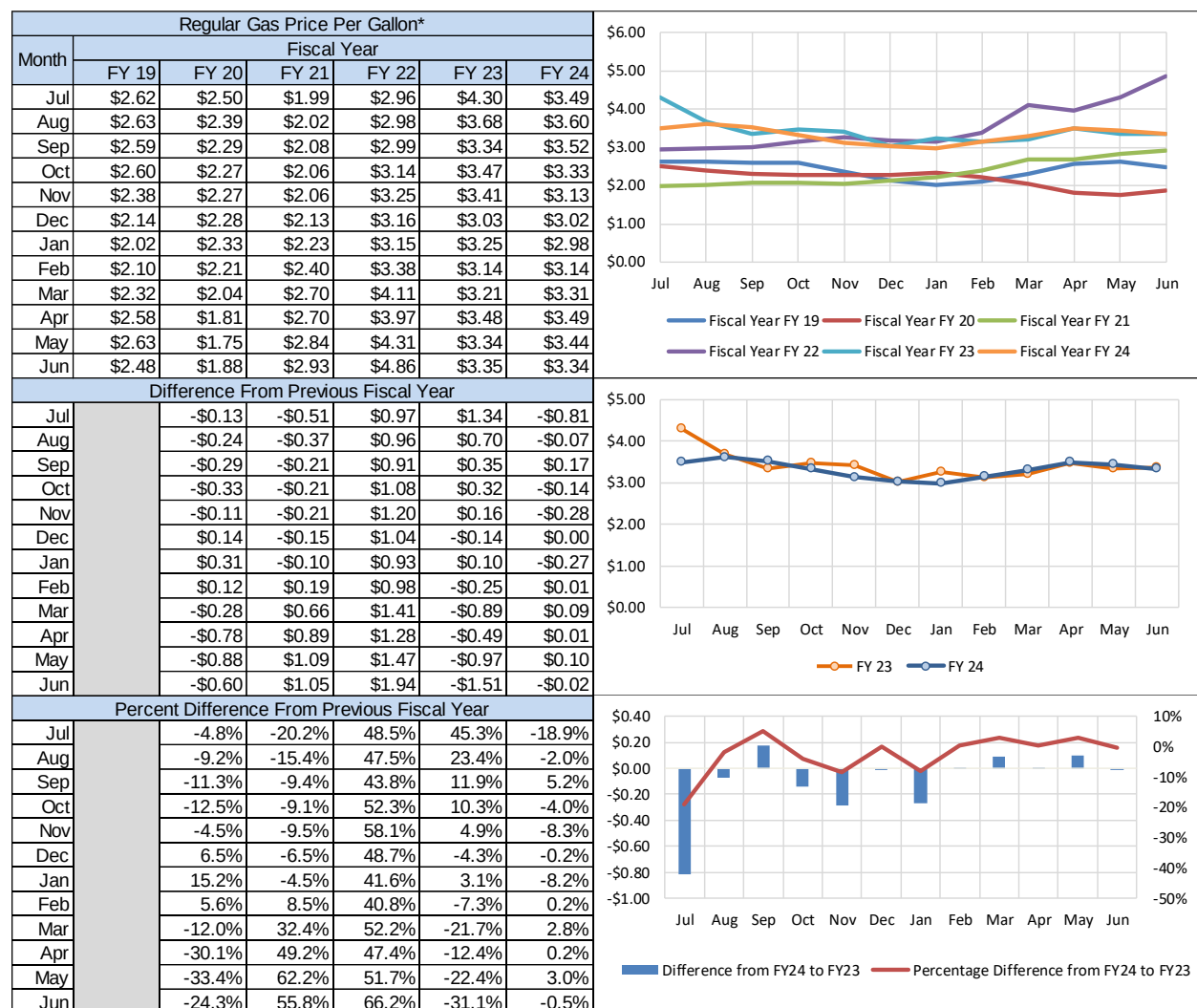
9.0 GAS PRICE TRENDS

- FY22 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 stabilized below \$3.5 in FY23. These levels have also carried on to FY24, where gas prices are very closely following prices recorded in FY2023.

Table 9-1 shows the average monthly gas price in the Lower Atlantic area from FY19 to FY24.



Table 9-1: Gasoline Price Analysis



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

Source: US Energy Information Administration

10.0 FY24 ACTUAL TO FY25 FORECASTS

- For the previous fiscal year, 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 FY25 forecast range from -2.5% to 1% than the actual transactions observed in FY24. Toll revenue results from Stantec's FY25 forecast are 2.7% to 6.7% higher than the actual FY24 toll revenue.



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- Transactions were relatively in line with the forecast while Boulevard Bridge surpassed the forecast the most by 6.7% in terms of revenue.
- The FY25 average toll rate is expected to vary by 5.2% from FY24.

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	NA	NA	NA



News coverage of the toll increase can be found here:

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

FY 2024 ANNUAL TRAFFIC AND TOLL REVENUE REPORT

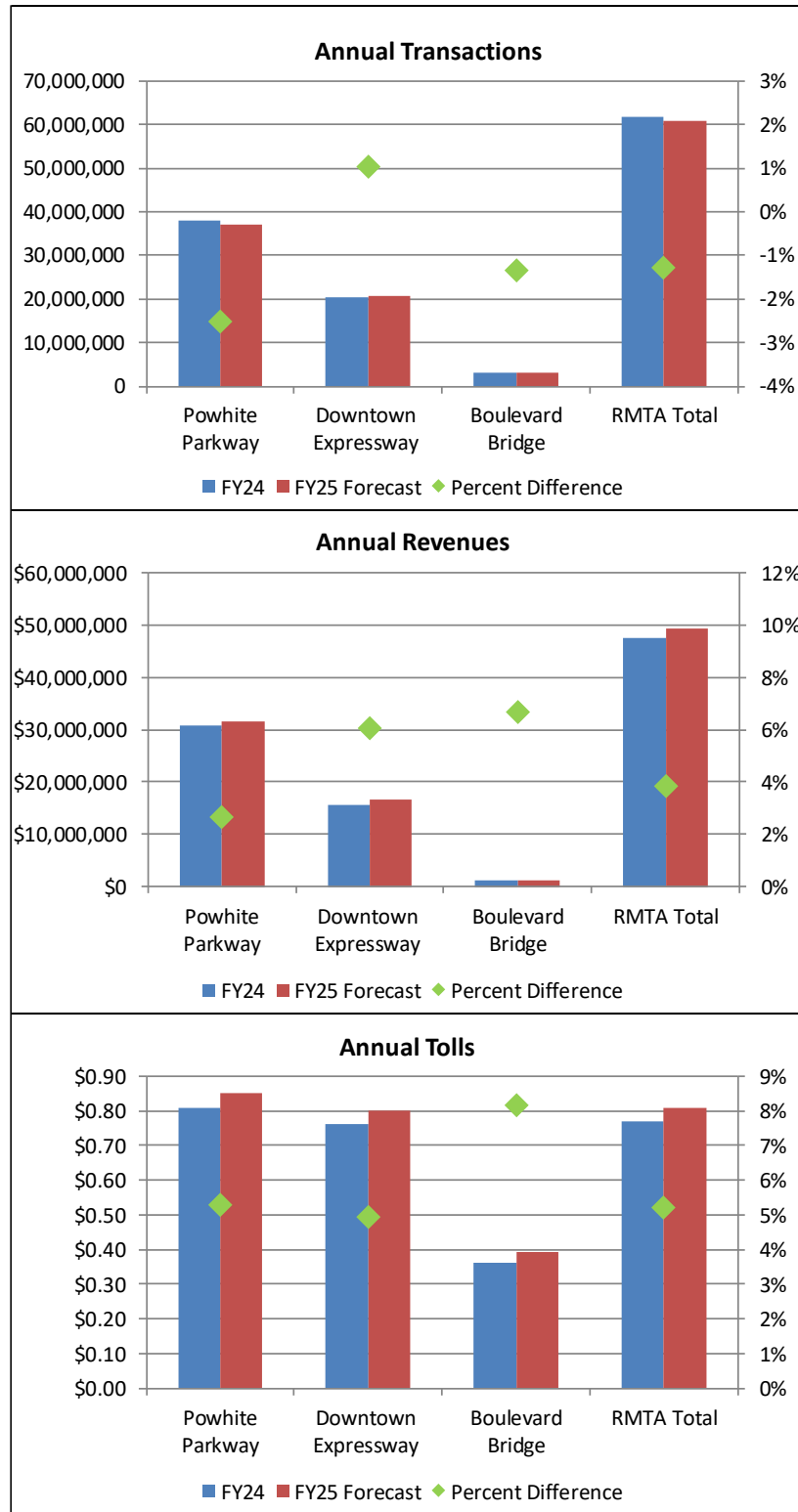
Table 10-2 and Figure 10-1 compare the annual FY24 actual transactions, revenue, and average toll rate to the FY25 forecast for each facility and the RMTA system. Table 10-3 compares the monthly FY24 actual transactions and revenue to the FY25 forecast for the RMTA system and the Powhite Parkway. Table 10-4 compares the monthly FY24 actual transactions and revenue to the FY25 forecast for the Downtown Expressway and Boulevard Bridge.

Table 10-2: Transactions, Revenue and Average Toll, FY24 vs FY25 Forecast

FY24 to FY25 Forecast				
Facility	FY24	FY25 Forecast	Difference	
			Absolute	Percent
Transactions				
Powhite Parkway	38,037,419	37,083,000	-954,419	-2.5%
Downtown Expressway	20,505,819	20,717,000	211,181	1.0%
Boulevard Bridge	3,178,727	3,136,000	-42,727	-1.3%
RMTA Total	61,721,965	60,936,000	-785,965	-1.3%
Toll Revenue				
Powhite Parkway	\$30,752,778	\$31,569,000	\$816,222	2.7%
Downtown Expressway	\$15,616,098	\$16,559,000	\$942,902	6.0%
Boulevard Bridge	\$1,154,618	\$1,232,000	\$77,382	6.7%
RMTA Total	\$47,523,494	\$49,360,000	\$1,836,506	3.9%
Average Toll				
Powhite Parkway	\$0.808	\$0.851	\$0.0428	5.3%
Downtown Expressway	\$0.762	\$0.799	\$0.0378	5.0%
Boulevard Bridge	\$0.363	\$0.393	\$0.0296	8.2%
RMTA Total	\$0.770	\$0.810	\$0.0401	5.2%



Figure 10-1: Transactions, Revenue and Average Toll, FY24 vs FY25 Forecast



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Table 10-3: Monthly Transactions and Revenue for the RMTA System and Powwhite Parkway, FY24 vs FY25 Forecast

RMTA Total					
Month	FY24	FY 25 Forecast	Growth		
			Absolute	Percent	
Transactions					
Jul	5,043,102	4,841,000	-202,102	-4.0%	
Aug	5,396,607	5,181,000	-215,607	-4.0%	
Sep	4,920,576	4,965,000	44,424	0.9%	
Oct	5,356,567	5,433,000	76,433	1.4%	
Nov	4,990,167	5,061,000	70,833	1.4%	
Dec	4,876,900	4,946,000	69,100	1.4%	
Jan	4,856,003	4,803,000	-53,003	-1.1%	
Feb	4,948,892	4,580,000	-368,892	-7.5%	
Mar	5,417,986	5,369,000	-48,986	-0.9%	
Apr	5,290,341	5,242,000	-48,341	-0.9%	
May	5,523,380	5,296,000	-227,380	-4.1%	
Jun	5,101,444	5,219,000	117,556	2.3%	
Total	61,721,965	60,936,000	-785,965	-1.3%	
Toll Revenue					
Jul	\$3,047,378	\$3,924,000	\$876,622	28.8%	
Aug	\$3,297,696	\$4,194,000	\$896,304	27.2%	
Sep	\$3,945,993	\$4,030,000	\$84,007	2.1%	
Oct	\$4,459,835	\$4,402,000	-\$57,835	-1.3%	
Nov	\$3,862,264	\$4,104,000	\$241,736	6.3%	
Dec	\$3,805,696	\$4,012,000	\$206,304	5.4%	
Jan	\$4,040,789	\$3,890,000	-\$150,789	-3.7%	
Feb	\$3,979,614	\$3,712,000	-\$267,614	-6.7%	
Mar	\$4,356,532	\$4,347,000	-\$9,532	-0.2%	
Apr	\$4,287,718	\$4,241,000	-\$46,718	-1.1%	
May	\$4,306,713	\$4,286,000	-\$20,713	-0.5%	
Jun	\$4,133,266	\$4,218,000	\$84,734	2.1%	
Total	\$47,523,494	\$49,360,000	\$1,836,506	3.9%	

Powhite Parkway					
Month	FY24	FY 25 Forecast	Growth		
			Absolute	Percent	
Transactions					
Jul	3,153,283	3,027,000	-126,283	-4.0%	
Aug	3,328,025	3,195,000	-133,025	-4.0%	
Sep	3,035,818	3,041,000	5,182	0.2%	
Oct	3,282,586	3,332,000	49,414	1.5%	
Nov	3,069,183	3,115,000	45,817	1.5%	
Dec	3,034,436	3,080,000	45,564	1.5%	
Jan	3,002,372	2,927,000	-75,372	-2.5%	
Feb	3,020,254	2,770,000	-250,254	-8.3%	
Mar	3,309,500	3,200,000	-109,500	-3.3%	
Apr	3,244,374	3,123,000	-121,374	-3.7%	
May	3,402,453	3,156,000	-246,453	-7.2%	
Jun	3,155,135	3,117,000	-38,135	-1.2%	
Total	38,037,419	37,083,000	-954,419	-2.5%	
Toll Revenue					
Jul	\$1,980,937	\$2,577,000	\$596,063	30.1%	
Aug	\$2,123,052	\$2,720,000	\$596,948	28.1%	
Sep	\$2,555,124	\$2,589,000	\$33,876	1.3%	
Oct	\$2,871,991	\$2,836,000	-\$35,991	-1.3%	
Nov	\$2,491,370	\$2,652,000	\$160,630	6.4%	
Dec	\$2,478,785	\$2,622,000	\$143,215	5.8%	
Jan	\$2,625,217	\$2,492,000	-\$133,217	-5.1%	
Feb	\$2,549,426	\$2,358,000	-\$191,426	-7.5%	
Mar	\$2,797,252	\$2,724,000	-\$73,252	-2.6%	
Apr	\$2,776,167	\$2,659,000	-\$117,167	-4.2%	
May	\$2,797,470	\$2,687,000	-\$110,470	-3.9%	
Jun	\$2,705,987	\$2,653,000	-\$52,987	-2.0%	
Total	\$30,752,778	\$31,569,000	\$816,222	2.7%	



Table 10-4: Monthly Transactions and Revenue for the Downtown Expressway and Boulevard Bridge, FY24 vs FY25 Forecast

Downtown Expressway					
Month	FY24	FY 25 Forecast	Growth		
			Absolute	Percent	
Transactions					
Jul	1,626,378	1,561,000	-65,378	-4.0%	
Aug	1,779,442	1,708,000	-71,442	-4.0%	
Sep	1,632,059	1,685,000	52,941	3.2%	
Oct	1,794,974	1,822,000	27,026	1.5%	
Nov	1,665,704	1,691,000	25,296	1.5%	
Dec	1,591,354	1,615,000	23,646	1.5%	
Jan	1,632,304	1,626,000	-6,304	-0.4%	
Feb	1,680,720	1,582,000	-98,720	-5.9%	
Mar	1,832,542	1,895,000	62,458	3.4%	
Apr	1,769,673	1,846,000	76,327	4.3%	
May	1,830,934	1,865,000	34,066	1.9%	
Jun	1,669,735	1,821,000	151,265	9.1%	
Total	20,505,819	20,717,000	211,181	1.0%	
Toll Revenue					
Jul	\$990,277	\$1,248,000	\$257,723	26.0%	
Aug	\$1,090,730	\$1,365,000	\$274,270	25.1%	
Sep	\$1,294,473	\$1,347,000	\$52,527	4.1%	
Oct	\$1,478,235	\$1,456,000	-\$22,235	-1.5%	
Nov	\$1,276,027	\$1,352,000	\$75,973	6.0%	
Dec	\$1,233,536	\$1,291,000	\$57,464	4.7%	
Jan	\$1,329,131	\$1,300,000	-\$29,131	-2.2%	
Feb	\$1,338,305	\$1,264,000	-\$74,305	-5.6%	
Mar	\$1,457,900	\$1,515,000	\$57,100	3.9%	
Apr	\$1,404,017	\$1,475,000	\$70,983	5.1%	
May	\$1,402,213	\$1,491,000	\$88,787	6.3%	
Jun	\$1,321,254	\$1,455,000	\$133,746	10.1%	
Total	\$15,616,098	\$16,559,000	\$942,902	6.0%	
Boulevard Bridge					
Month	FY24	FY 25 Forecast	Growth		
			Absolute	Percent	
Transactions					
Jul	263,441	253,000	-10,441	-4.0%	
Aug	289,140	278,000	-11,140	-3.9%	
Sep	252,699	239,000	-13,699	-5.4%	
Oct	279,007	279,000	-7	0.0%	
Nov	255,280	255,000	-280	-0.1%	
Dec	251,110	251,000	-110	0.0%	
Jan	221,327	250,000	28,673	13.0%	
Feb	247,918	228,000	-19,918	-8.0%	
Mar	275,944	274,000	-1,944	-0.7%	
Apr	276,294	273,000	-3,294	-1.2%	
May	289,993	275,000	-14,993	-5.2%	
Jun	276,574	281,000	4,426	1.6%	
Total	3,178,727	3,136,000	-42,727	-1.3%	
Toll Revenue					
Jul	\$76,164	\$99,000	\$22,836	30.0%	
Aug	\$83,914	\$109,000	\$25,086	29.9%	
Sep	\$96,396	\$94,000	-\$2,396	-2.5%	
Oct	\$109,609	\$110,000	\$391	0.4%	
Nov	\$94,867	\$100,000	\$5,133	5.4%	
Dec	\$93,375	\$99,000	\$5,625	6.0%	
Jan	\$86,441	\$98,000	\$11,559	13.4%	
Feb	\$91,883	\$90,000	-\$1,883	-2.0%	
Mar	\$101,380	\$108,000	\$6,620	6.5%	
Apr	\$107,534	\$107,000	-\$534	-0.5%	
May	\$107,030	\$108,000	\$970	0.9%	
Jun	\$106,025	\$110,000	\$3,975	3.7%	
Total	\$1,154,618	\$1,232,000	\$77,382	6.7%	



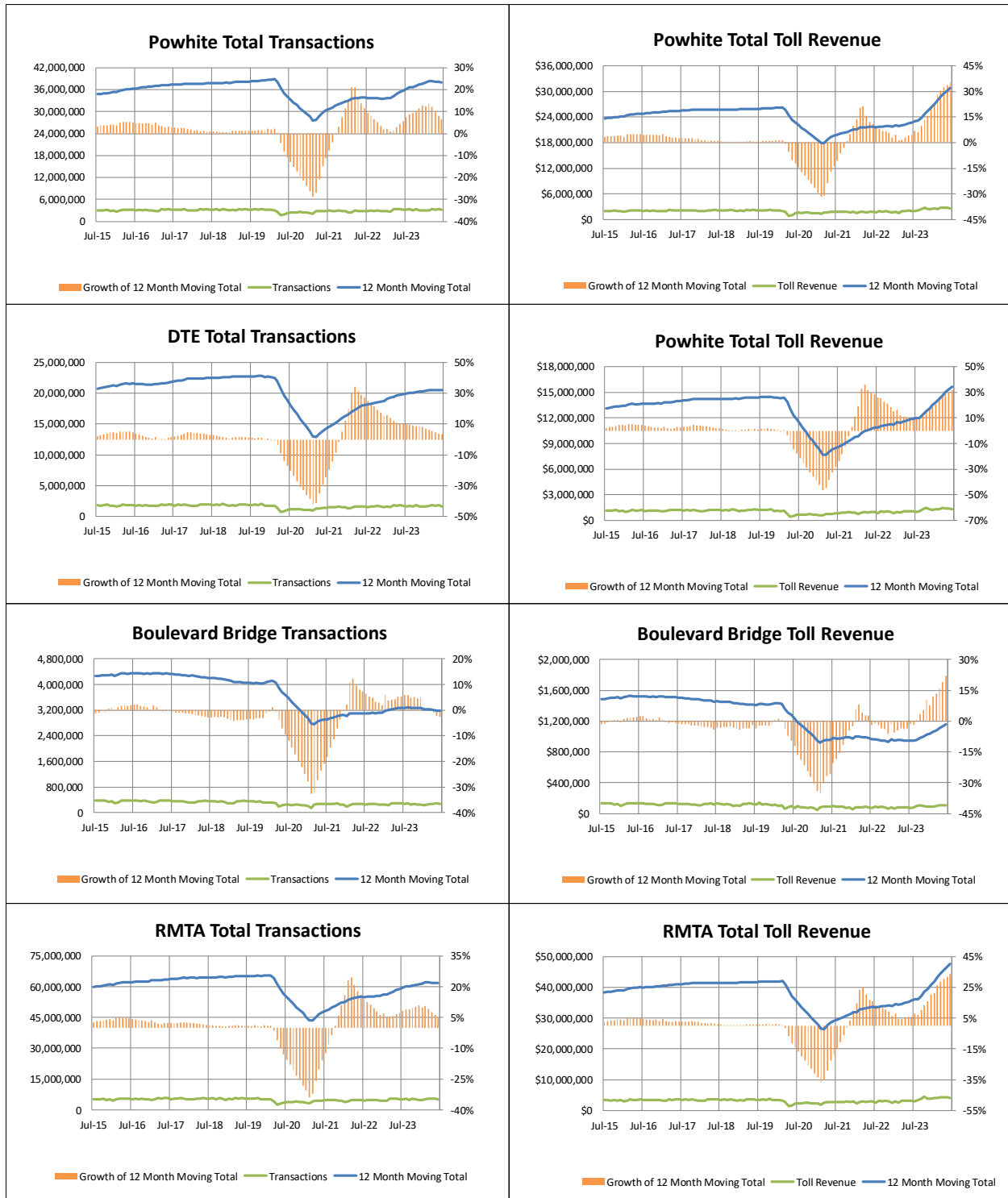
11.0 TRENDS BY FACILITY

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 2024. As can be seen, there was substantial recovery from the COVID-19 pandemic, and traffic is at or near pre-pandemic levels. Revenue is well above pre-pandemic levels, especially considering the toll increase in September 2023.



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, FY19-FY24, RMTA System

RMTA Total: Transactions by Payment Type by Day of Week for FY2019 to FY2024									
2019	Cash	ETC *	Non-Rev	Violations	ISF**	Total			
Mon	42,588	134,050	1,225	5,684	130	183,676			
Tue	45,128	147,043	1,404	6,371	140	200,086			
Wed	46,121	148,612	1,458	6,666	153	203,011			
Thu	47,143	150,974	1,449	7,085	158	206,810			
Fri	51,375	147,613	1,357	7,586	178	208,109			
Sat	42,669	86,152	670	6,743	123	136,357			
Sun	33,074	68,969	565	5,653	91	108,351			
Avg Weekday	46,471	145,658	1,378	6,679	152	200,338			
Avg Weekend	37,826	77,478	617	6,193	107	122,221			
Avg Day	43,984	126,045	1,159	6,539	139	177,866	Growth from previous FY		
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	23,870	138,055	1,181	15,294	298	178,698	-5.9%	9.5%	7.4%
Avg Weekend	19,975	84,226	514	12,775	227	117,717	-7.5%	8.8%	5.8%
Avg Day	22,760	122,717	991	14,576	278	161,323	-6.3%	9.4%	7.0%
2024	Cash	ETC *	Non-Rev	Violations	ISF**	Total	Cash	ETC	Total
Mon	19,139	129,390	1,068	18,245	383	168,225	-12.3%	4.2%	4.4%
Tue	20,010	146,572	1,259	19,743	412	187,997	-14.0%	3.0%	3.2%
Wed	20,688	151,270	1,278	20,591	432	194,259	-13.2%	4.6%	4.6%
Thu	21,325	151,085	1,279	20,842	450	194,982	-12.4%	5.3%	5.3%
Fri	23,061	143,209	1,135	21,841	486	189,732	-11.4%	5.6%	5.8%
Sat	19,506	96,611	536	18,367	380	135,400	-13.0%	3.8%	3.7%
Sun	15,648	80,272	440	14,958	298	111,615	-10.8%	6.5%	6.4%
Avg Weekday	20,845	144,305	1,204	20,252	433	187,039	-12.7%	4.5%	4.7%
Avg Weekend	17,577	88,441	488	16,662	339	123,508	-12.0%	5.0%	4.9%
Avg Day	19,898	128,126	997	19,213	405	168,639	-12.6%	4.4%	4.5%



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
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	8,307,365	44,791,840	361,785	5,320,399	101,368	58,882,757	76.1%	14.1%	9.0%
2024	7,282,773	46,894,161	364,784	7,031,843	148,404	61,721,965	76.0%	11.8%	11.4%
Growth							% Point Growth		
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	-6.3%	9.4%	3.4%	11.6%	28.3%	7.0%	1.6%	-2.0%	0.4%
2023 to 2024	-12.3%	4.7%	0.8%	32.2%	46.4%	4.8%	-0.1%	-2.3%	2.4%

* 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

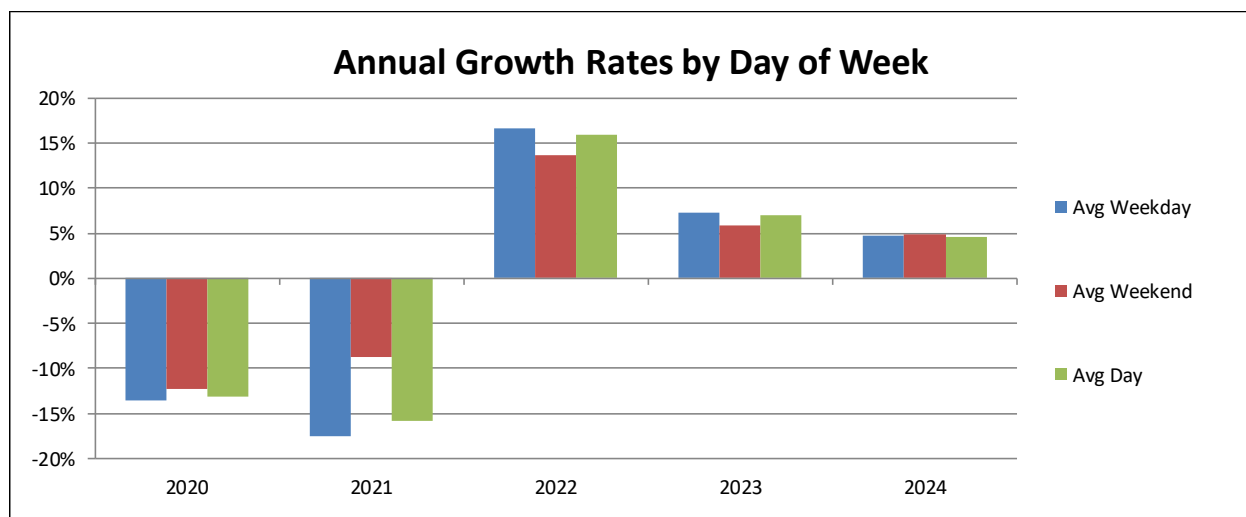
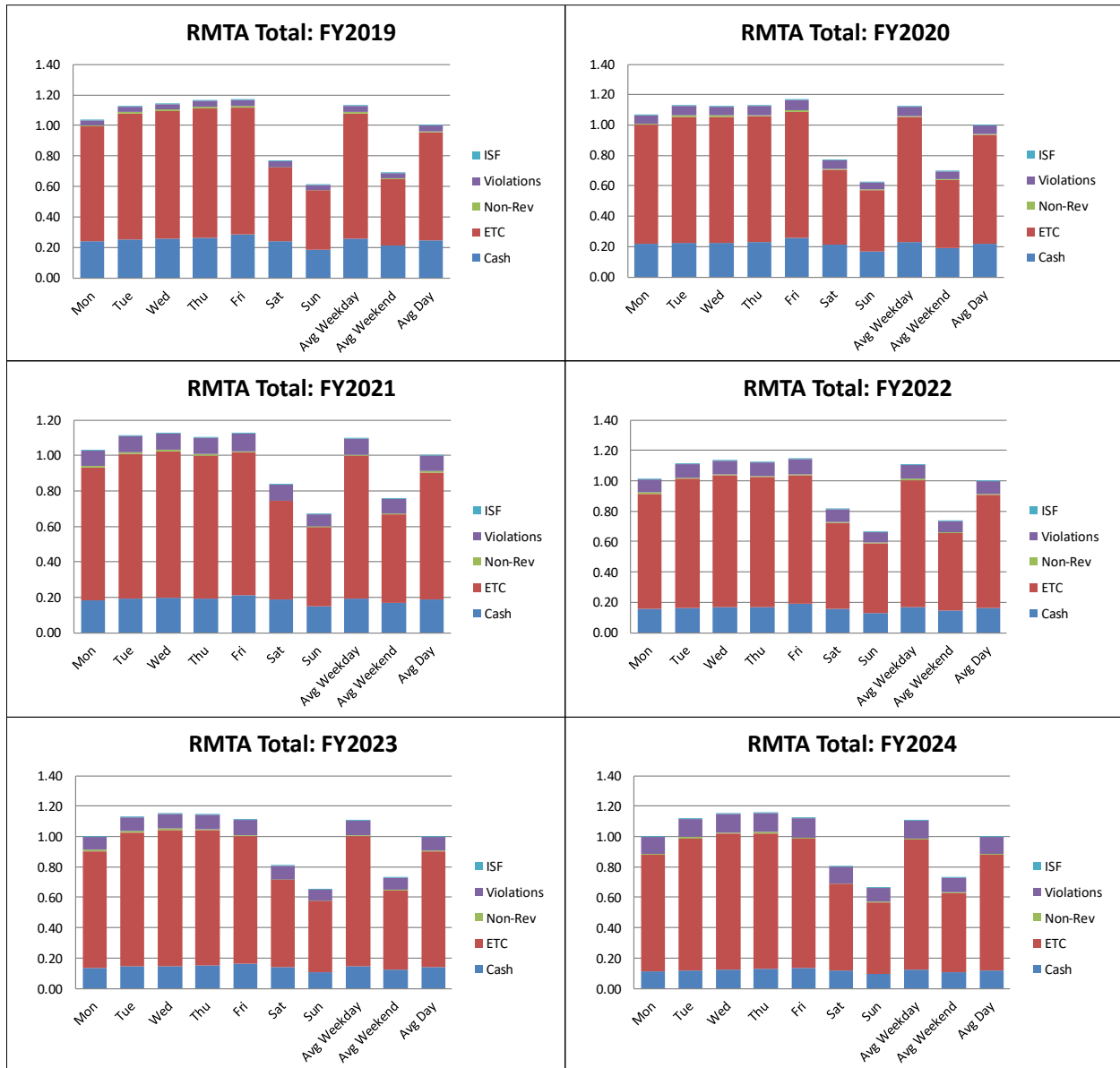
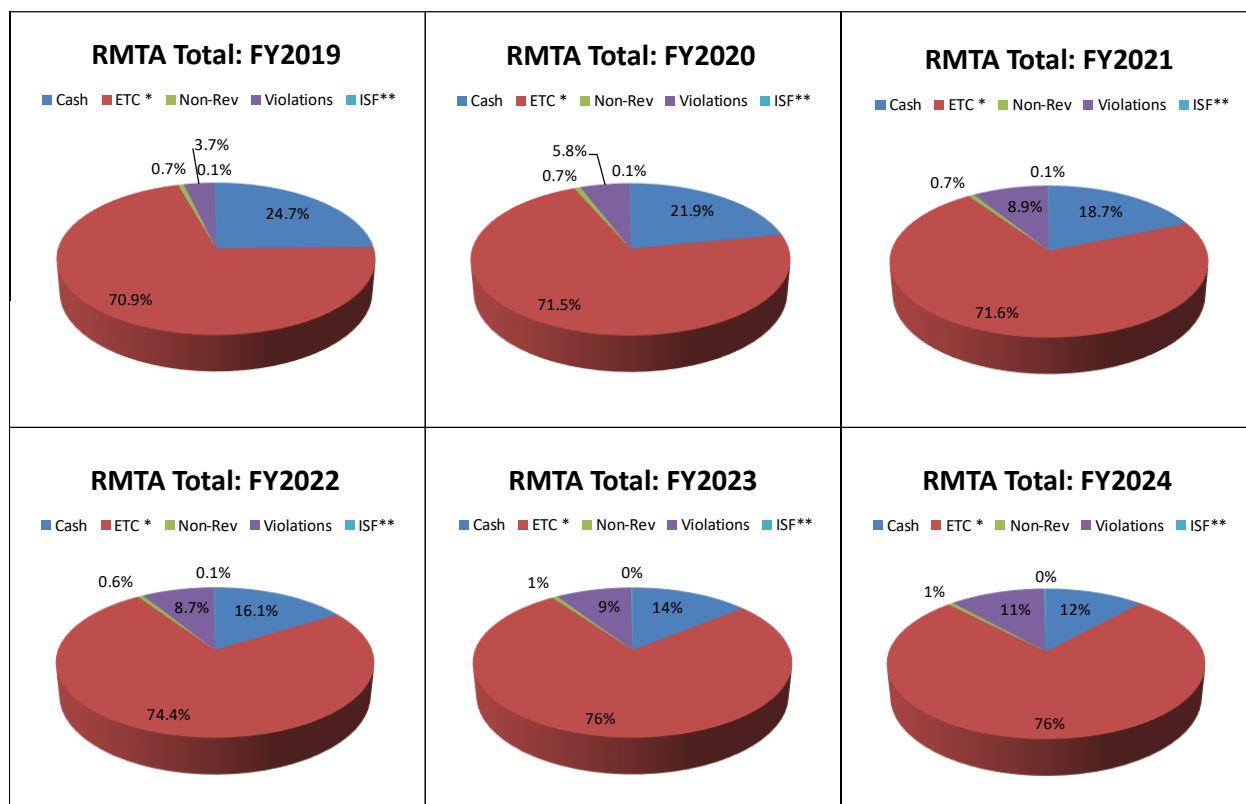


Figure 11-3: Day of Week by Payment Type by Fiscal Year, RMTA System



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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

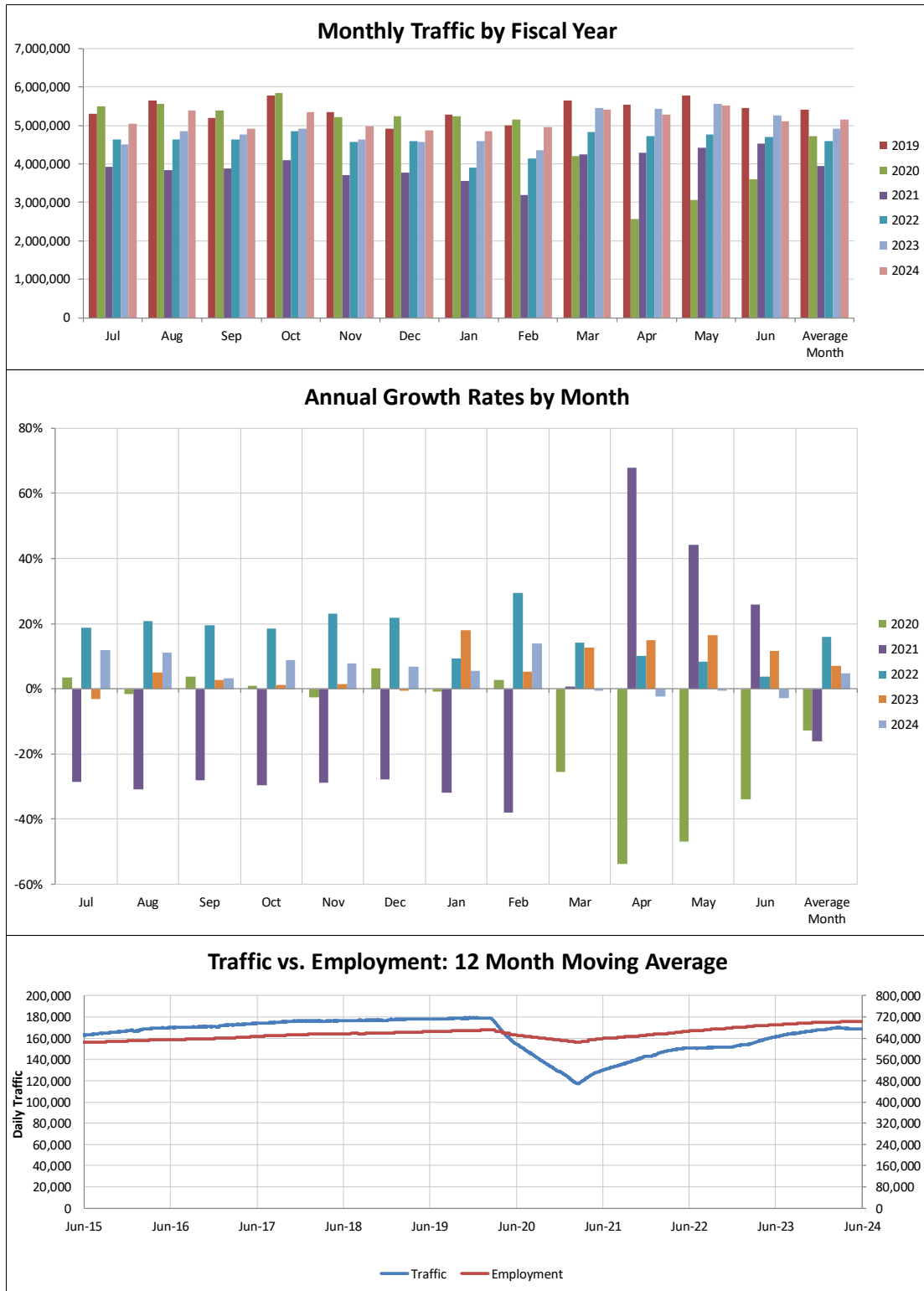
**ISF transactions refer to the insufficient funds that were collected for them.

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

Month	RMTA Total: Historical Traffic by Month and Fiscal Year										
	2019	Growth	2020	Growth	2021	Growth	2022	Growth	2023	Growth	2024
Jul	5,313,472	3.3%	5,491,252	-28.7%	3,914,188	18.7%	4,646,302	-3.1%	4,503,399	12.0%	5,043,102
Aug	5,653,024	-1.7%	5,558,016	-31.0%	3,835,798	20.8%	4,632,995	4.9%	4,858,929	11.1%	5,396,607
Sep	5,202,557	3.8%	5,398,620	-28.1%	3,878,919	19.6%	4,637,356	2.8%	4,766,728	3.2%	4,920,576
Oct	5,778,478	1.0%	5,834,594	-29.7%	4,099,734	18.5%	4,856,683	1.3%	4,918,278	8.9%	5,356,567
Nov	5,352,014	-2.6%	5,213,349	-28.9%	3,705,849	23.2%	4,564,215	1.4%	4,627,428	7.8%	4,990,167
Dec	4,922,529	6.2%	5,229,471	-27.9%	3,772,777	21.9%	4,597,140	-0.6%	4,569,526	6.7%	4,876,900
Jan	5,281,378	-0.9%	5,232,713	-31.9%	3,563,483	9.4%	3,899,202	17.9%	4,598,340	5.6%	4,856,003
Feb	5,005,612	2.8%	5,144,438	-38.0%	3,190,136	29.4%	4,129,574	5.3%	4,347,964	13.8%	4,948,892
Mar	5,651,859	-25.5%	4,213,316	0.7%	4,242,513	14.1%	4,839,495	12.7%	5,452,357	-0.6%	5,417,986
Apr	5,530,962	-53.8%	2,556,907	67.9%	4,291,817	10.1%	4,725,524	14.8%	5,424,998	-2.5%	5,290,341
May	5,771,823	-47.0%	3,061,462	44.1%	4,411,822	8.2%	4,773,455	16.6%	5,563,559	-0.7%	5,523,380
Jun	5,457,400	-33.9%	3,604,936	25.9%	4,537,326	3.8%	4,708,123	11.5%	5,251,251	-2.9%	5,101,444
Total	64,921,108	-12.9%	56,539,074	-16.1%	47,444,362	15.9%	55,010,064	7.0%	58,882,757	4.8%	61,721,965



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, FY19-FY24, Powwhite Pkwy

Powwhite Total: Transactions by Payment Type by Day of Week for FY2019 to FY2024									
2019	Cash	ETC *	Non-Rev	Violations	ISF**	Total			
Mon	26,133	78,115	720	2,571	81	107,620			
Tue	27,521	85,252	817	2,857	87	116,533			
Wed	27,985	86,304	841	3,033	97	118,261			
Thu	28,589	87,178	833	3,164	102	119,866			
Fri	31,097	85,687	775	3,489	110	121,157			
Sat	26,575	52,707	358	3,431	72	83,143			
Sun	20,706	42,177	303	3,001	53	66,239			
Avg Weekday	28,265	84,507	797	3,023	95	116,687			
Avg Weekend	23,612	47,392	330	3,214	63	74,611			
Avg Day	26,926	73,830	663	3,078	86	104,583	Growth from previous FY		
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%
2024	Cash	ETC *	Non-Rev	Violations	ISF**	Total	Cash	ETC	Total
Mon	13,311	79,703	635	10,410	231	104,291	-8.9%	4.9%	6.4%
Tue	13,768	88,613	741	11,137	252	114,511	-10.8%	3.1%	4.6%
Wed	14,207	91,348	749	11,684	261	118,250	-9.9%	4.8%	6.3%
Thu	14,600	91,274	742	11,640	265	118,522	-9.6%	5.3%	6.6%
Fri	15,871	88,294	658	12,316	289	117,429	-8.1%	5.8%	7.4%
Sat	13,732	60,884	282	10,327	223	85,448	-10.1%	4.3%	5.7%
Sun	10,989	50,342	232	8,312	173	70,048	-8.5%	6.8%	7.9%
Avg Weekday	14,352	87,847	705	11,438	260	114,601	-9.5%	4.8%	6.3%
Avg Weekend	12,360	55,613	257	9,319	198	77,748	-9.4%	5.5%	6.7%
Avg Day	13,775	78,511	575	10,824	242	103,927	-9.5%	4.7%	6.2%



Table 11-5: Historical Traffic by Payment Type, Powwhite Parkway

Powwhite Total: Historical Traffic by Payment Type									
FY	Cash	ETC *	Non-Rev	Violations	ISF**	Total	% ETC	% Cash	% Viol
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%
2024	5,041,595	28,735,072	210,605	3,961,614	88,533	38,037,419	75.5%	13.3%	10.4%
Growth							% Point Growth		
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%
2023 to 2024	-9.3%	5.0%	3.1%	56.1%	45.0%	6.5%	-1.1%	-2.3%	3.3%

* 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 11-6: Annual Growth Rates by Day of Week, Powwhite Parkway

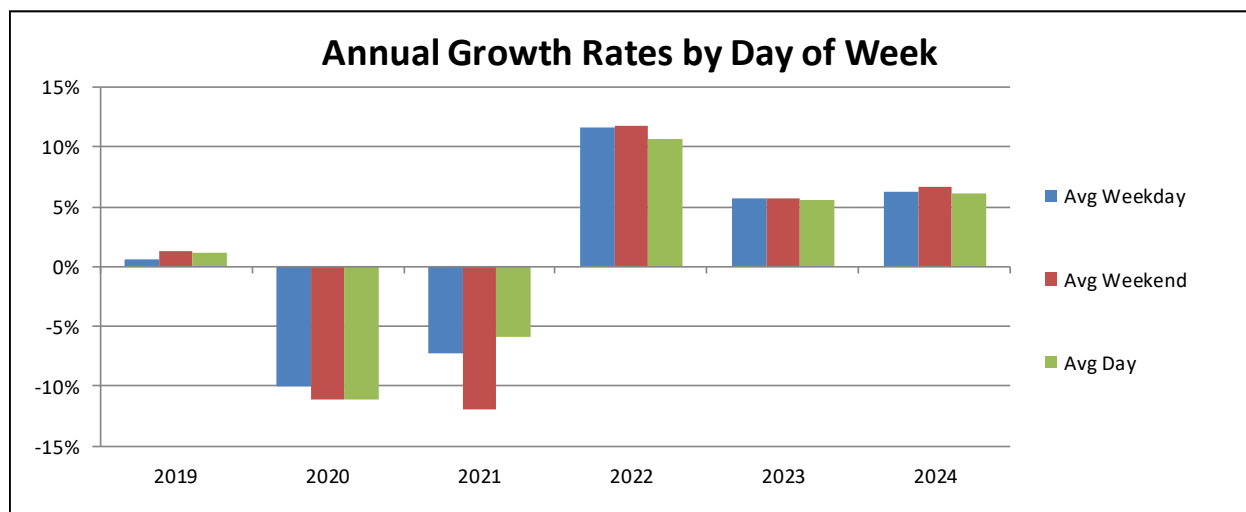
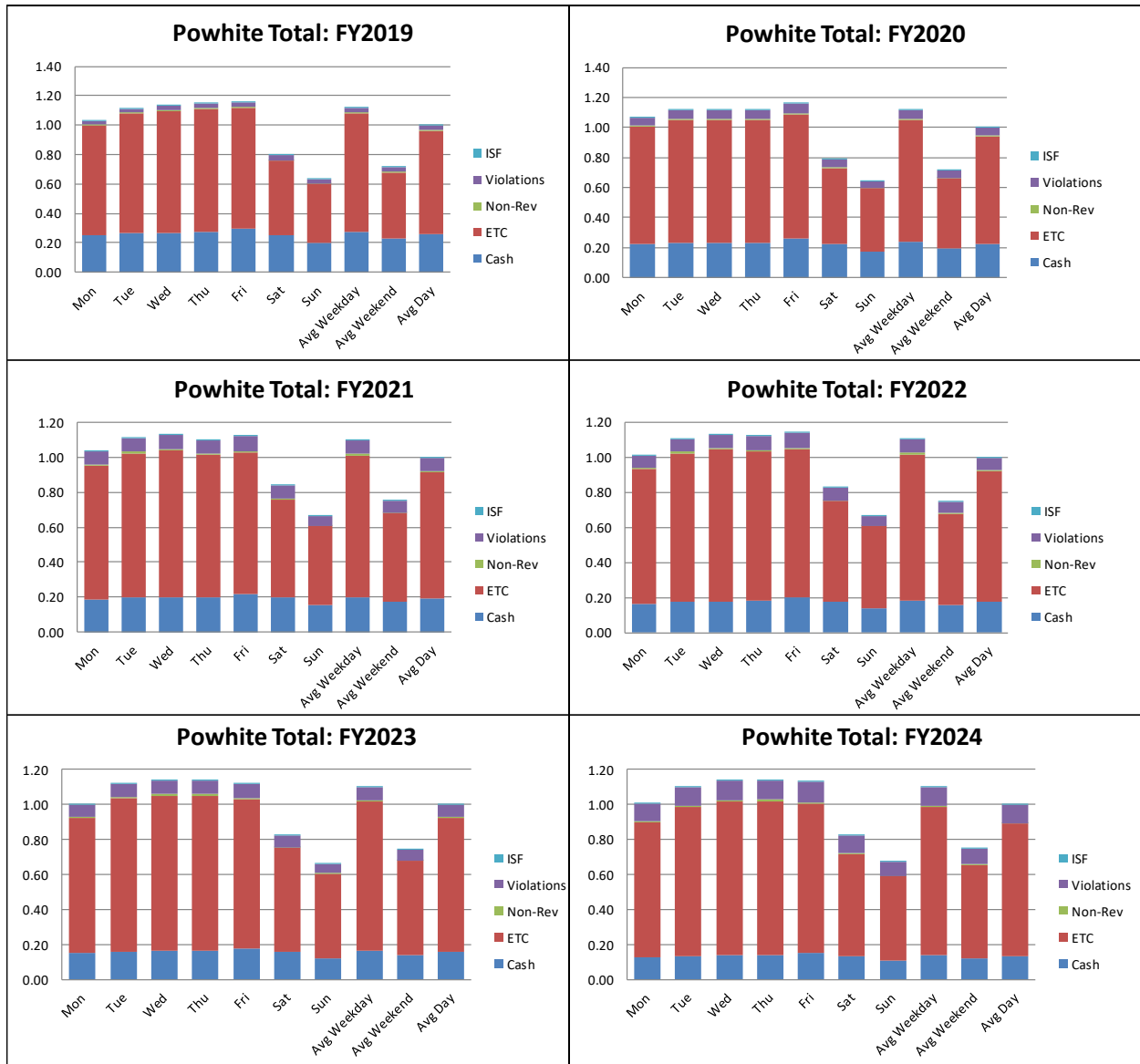
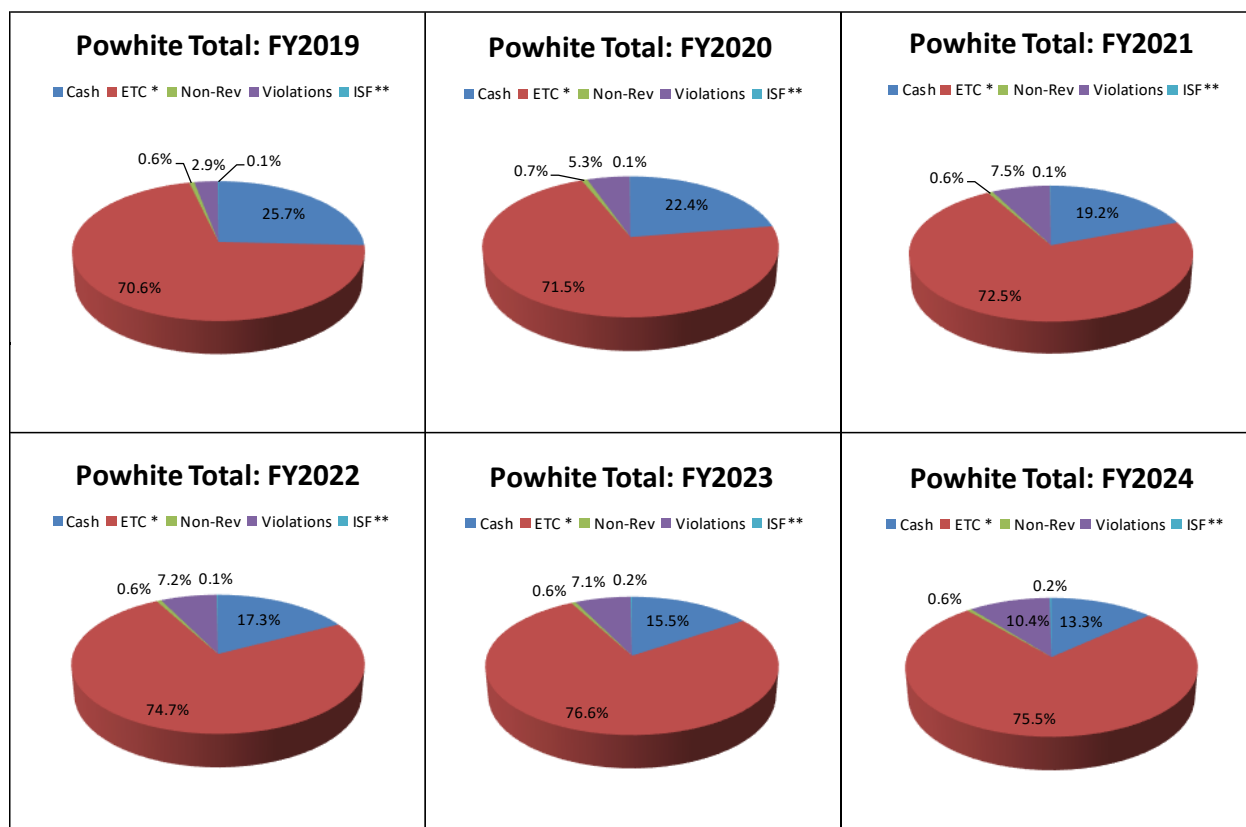


Figure 11-7: Day of Week by Payment Type by Fiscal Year, Powhite Parkway



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Figure 11-8: Day of Week by Payment Type by Fiscal Year, Powwhite Parkway (continued)



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

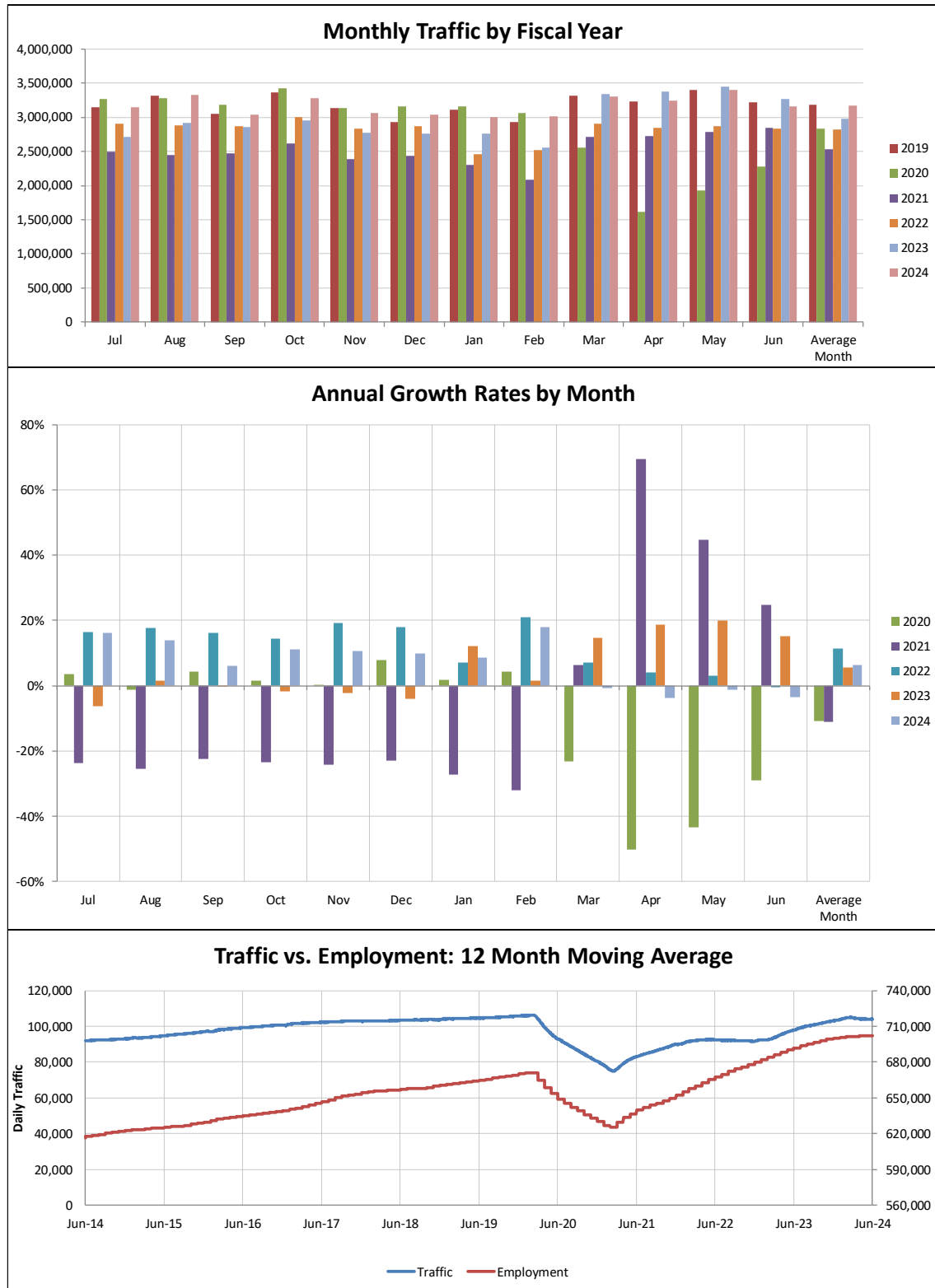
**ISF transactions refer to the insufficient funds that were collected for them.

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

Month	Powwhite Total: Historical Traffic by Month and Fiscal Year										
	2019	Growth	2020	Growth	2021	Growth	2022	Growth	2023	Growth	2024
Jul	3,153,319	3.6%	3,266,417	-23.7%	2,491,371	16.4%	2,900,557	-6.4%	2,715,280	16.1%	3,153,283
Aug	3,318,244	-1.1%	3,281,132	-25.5%	2,444,764	17.7%	2,876,970	1.6%	2,921,905	13.9%	3,328,025
Sep	3,049,060	4.3%	3,181,545	-22.4%	2,470,225	16.1%	2,867,717	-0.2%	2,862,079	6.1%	3,035,818
Oct	3,366,053	1.7%	3,422,697	-23.4%	2,621,890	14.4%	2,998,783	-1.6%	2,950,714	11.2%	3,282,586
Nov	3,132,066	0.3%	3,140,588	-24.1%	2,382,185	19.2%	2,839,782	-2.3%	2,774,807	10.6%	3,069,183
Dec	2,931,685	7.8%	3,161,559	-23.0%	2,435,351	18.0%	2,873,068	-3.9%	2,760,338	9.9%	3,034,436
Jan	3,110,522	1.7%	3,163,748	-27.3%	2,301,431	7.1%	2,464,504	12.2%	2,764,090	8.6%	3,002,372
Feb	2,935,137	4.3%	3,061,525	-32.0%	2,081,814	21.1%	2,520,938	1.6%	2,562,087	17.9%	3,020,254
Mar	3,321,721	-23.1%	2,555,371	6.3%	2,717,074	7.2%	2,912,259	14.6%	3,336,681	-0.8%	3,309,500
Apr	3,238,127	-50.2%	1,612,151	69.4%	2,730,926	4.1%	2,841,626	18.7%	3,374,211	-3.8%	3,244,374
May	3,398,421	-43.3%	1,927,428	44.7%	2,789,054	3.0%	2,871,582	19.9%	3,444,283	-1.2%	3,402,453
Jun	3,218,437	-29.0%	2,283,926	24.7%	2,849,031	-0.4%	2,836,978	15.1%	3,264,958	-3.4%	3,155,135
Total	38,172,792	-10.8%	34,058,087	-11.0%	30,315,116	11.5%	33,804,764	5.7%	35,731,433	6.5%	38,037,419



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



11.4 DOWNTOWN EXPRESSWAY T&R TRENDS

Table 11-7: Transactions by Payment Type and Day of Week, FY19-FY24, DTE

DTE Total: Transactions by Payment Type by Day of Week for FY2019 to FY2024									
2019	Cash	ETC *	Non-Rev	Violations	ISF**	Total			
Mon	10,943	50,976	436	2,828	45	65,227			
Tue	11,765	56,341	505	3,228	48	71,887			
Wed	12,109	56,653	529	3,360	51	72,703			
Thu	12,401	58,127	527	3,647	51	74,752			
Fri	13,845	56,219	499	3,760	63	74,386			
Sat	11,014	28,777	254	3,002	46	43,093			
Sun	8,281	22,967	212	2,374	34	33,868			
Avg Weekday	12,213	55,663	499	3,365	52	71,791			
Avg Weekend	9,634	25,845	233	2,685	40	38,437			
Avg Day	11,471	47,085	422	3,169	48	62,196	Growth from previous FY		
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%
2024	Cash	ETC *	Non-Rev	Violations	ISF**	Total	Cash	ETC	Total
Mon	4,089	44,713	379	6,201	152	55,533	-15.9%	3.5%	2.1%
Tue	4,430	52,513	458	6,902	160	64,462	-16.5%	3.2%	2.2%
Wed	4,629	54,271	465	7,152	170	66,687	-16.1%	4.5%	3.1%
Thu	4,820	54,141	474	7,419	185	67,039	-14.4%	5.6%	4.3%
Fri	5,211	49,063	418	7,631	197	62,520	-14.5%	5.3%	3.8%
Sat	4,217	31,024	210	6,496	157	42,104	-15.0%	3.1%	1.4%
Sun	3,277	25,659	170	5,292	125	34,523	-12.2%	5.9%	4.5%
Avg Weekday	4,636	50,940	439	7,061	173	63,248	-15.5%	4.4%	3.1%
Avg Weekend	3,747	28,341	190	5,894	141	38,314	-13.8%	4.4%	2.8%
Avg Day	4,378	44,395	367	6,723	164	56,027	-15.1%	4.2%	2.8%



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
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%
2024	1,602,463	16,248,651	134,259	2,460,576	59,870	20,505,819	79.2%	7.8%	12.0%
Growth							% Point Growth		
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%
2023 to 2024	-14.9%	4.5%	-1.9%	8.5%	48.6%	3.1%	1.0%	-1.7%	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

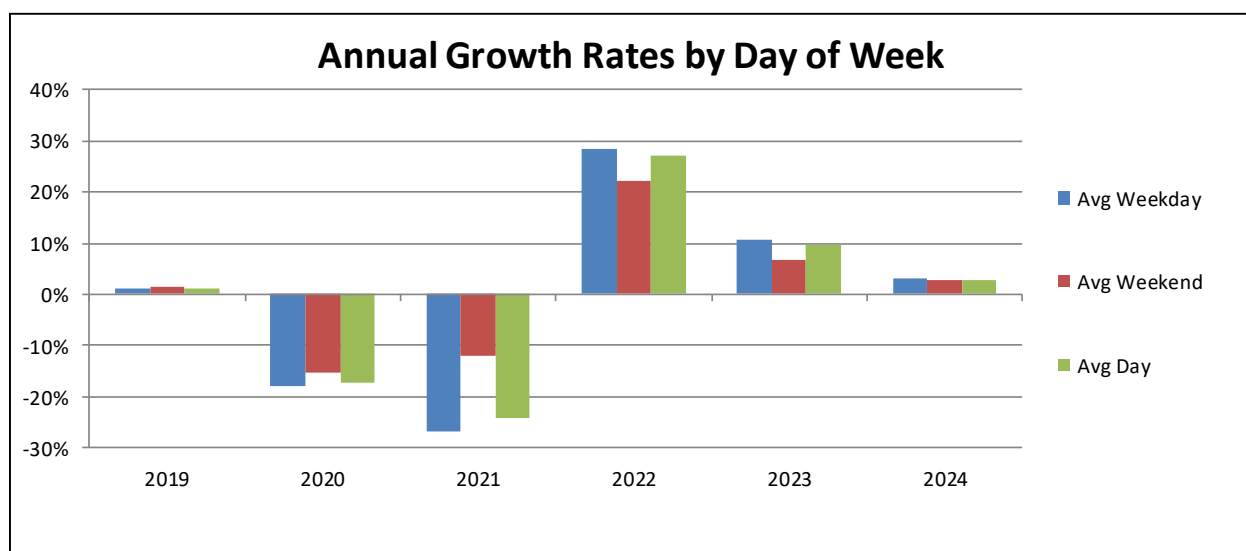
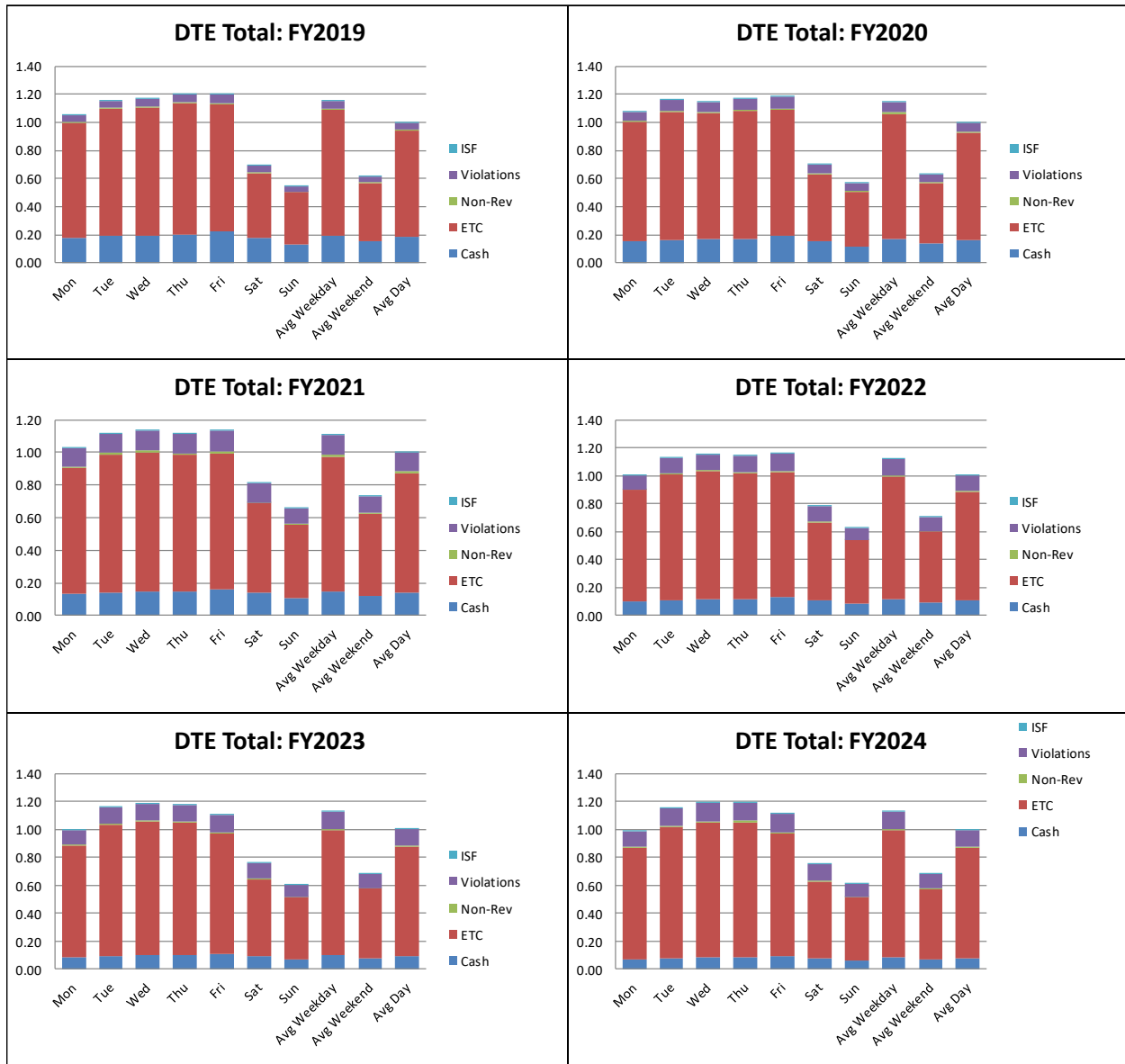
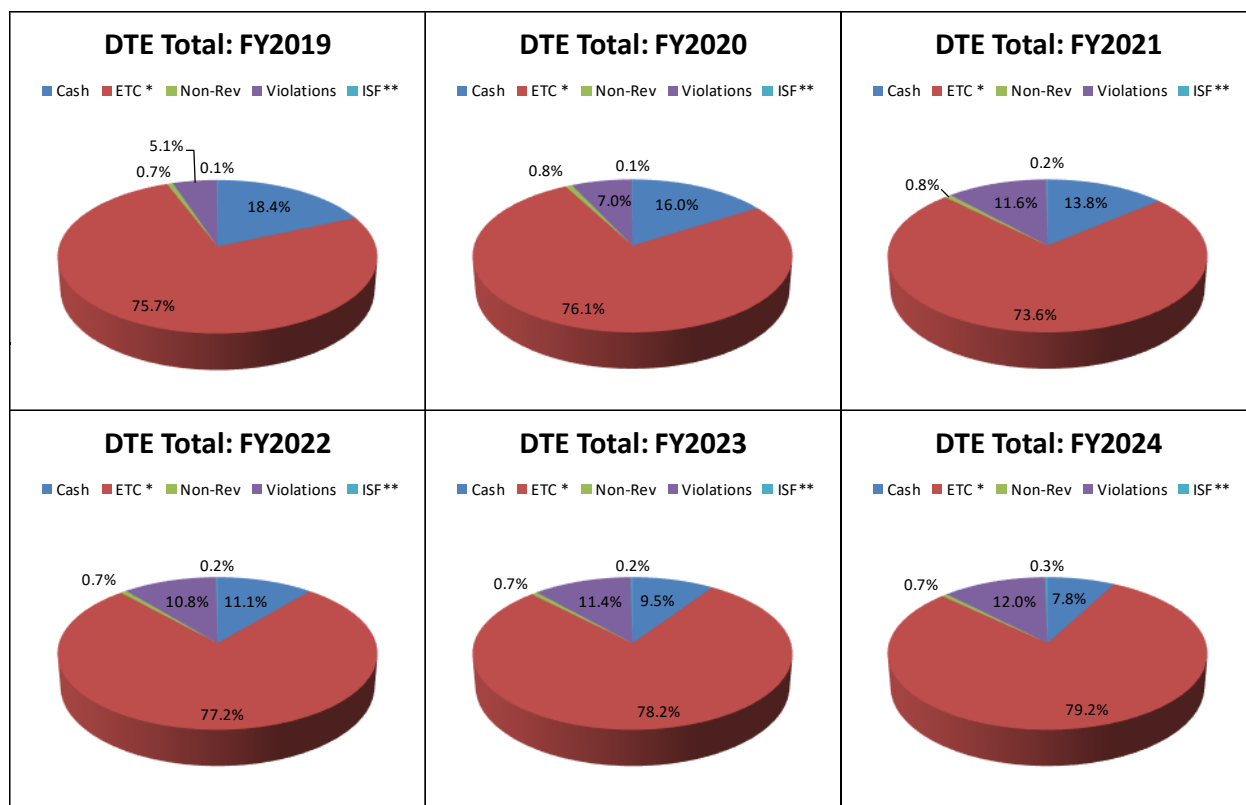


Figure 11-11: Day of Week by Payment Type by Fiscal Year, Downtown Expressway



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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

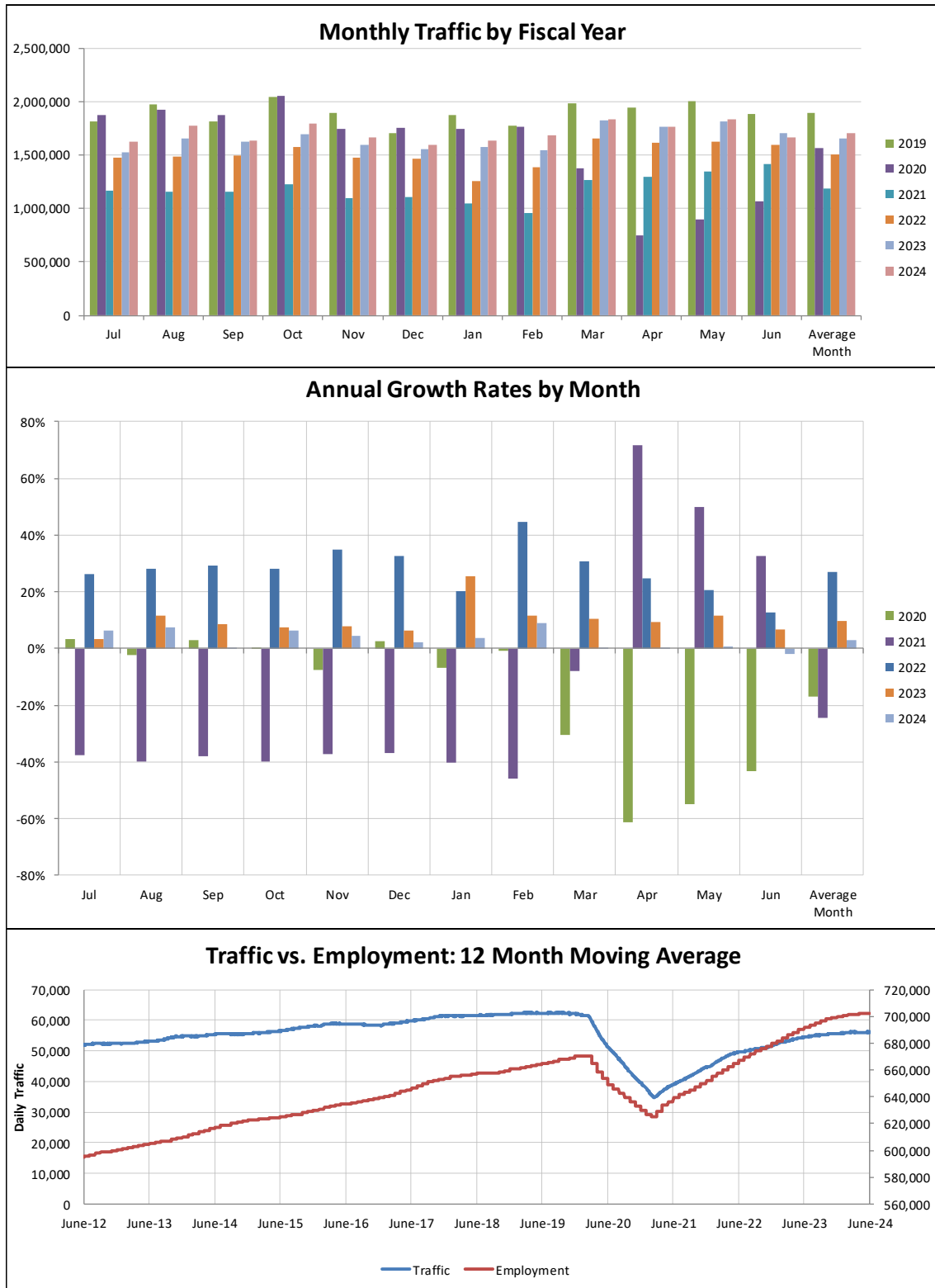
**ISF transactions refer to the insufficient funds that were collected for them.

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

Month	DTE Total: Historical Traffic by Month and Fiscal Year											
	2019	Growth	2020	Growth	2021	Growth	2022	Growth	2023	Growth	2024	
Jul	1,811,692	3.5%	1,875,162	-37.7%	1,168,654	26.3%	1,476,101	3.5%	1,527,433	6.5%	1,626,378	
Aug	1,971,044	-2.2%	1,927,208	-40.0%	1,156,933	28.3%	1,484,307	11.6%	1,656,421	7.4%	1,779,442	
Sep	1,816,552	3.0%	1,871,036	-38.0%	1,160,576	29.2%	1,499,461	8.5%	1,627,397	0.3%	1,632,059	
Oct	2,045,360	0.3%	2,050,856	-40.1%	1,229,372	28.0%	1,573,260	7.4%	1,690,358	6.2%	1,794,974	
Nov	1,892,018	-7.6%	1,748,456	-37.2%	1,097,676	34.9%	1,480,718	7.8%	1,595,880	4.4%	1,665,704	
Dec	1,704,638	2.7%	1,750,541	-36.9%	1,104,376	32.8%	1,466,408	6.3%	1,558,354	2.1%	1,591,354	
Jan	1,871,543	-6.8%	1,743,776	-40.1%	1,044,199	20.1%	1,253,736	25.6%	1,575,120	3.6%	1,632,304	
Feb	1,779,277	-1.0%	1,761,637	-45.7%	955,849	44.6%	1,382,145	11.8%	1,544,779	8.8%	1,680,720	
Mar	1,981,208	-30.7%	1,373,437	-8.0%	1,264,122	30.9%	1,654,976	10.4%	1,827,248	0.3%	1,832,542	
Apr	1,942,146	-61.3%	752,498	71.9%	1,293,373	24.7%	1,612,541	9.3%	1,763,124	0.4%	1,769,673	
May	2,001,785	-55.0%	900,055	49.8%	1,348,567	20.8%	1,628,802	11.5%	1,816,664	0.8%	1,830,934	
Jun	1,884,305	-43.4%	1,066,102	32.5%	1,412,428	12.7%	1,591,161	6.9%	1,700,363	-1.8%	1,669,735	
Total	22,701,568	-17.1%	18,820,764	-24.4%	14,236,125	27.2%	18,103,616	9.8%	19,883,141	3.1%	20,505,819	



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, FY19-FY24, Blvd. Bridge

Boulevard Bridge Transactions by Payment Type by Day of Week for FY2019 to FY2024									
2019	Cash	ETC *	Non-Rev	Violations	ISF**	Total			
Mon	5,512	4,959	69	285	4	10,829			
Tue	5,842	5,450	83	286	5	11,665			
Wed	6,027	5,656	87	272	5	12,047			
Thu	6,154	5,670	89	274	6	12,192			
Fri	6,433	5,707	83	337	5	12,566			
Sat	5,080	4,667	59	309	4	10,120			
Sun	4,087	3,825	50	278	3	8,244			
Avg Weekday	5,994	5,488	82	291	5	11,860			
Avg Weekend	4,579	4,242	54	294	4	9,173			
Avg Day	5,587	5,130	74	292	5	11,087	Growth from previous FY		
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%
2024	Cash	ETC *	Non-Rev	Violations	ISF**	Total	Cash	ETC	Total
Mon	1,739	4,973	54	1,634	0	8,400	-26.1%	1.3%	-3.5%
Tue	1,812	5,447	61	1,704	0	9,024	-28.5%	-0.5%	-5.7%
Wed	1,853	5,650	63	1,755	0	9,322	-27.7%	1.4%	-4.4%
Thu	1,905	5,670	64	1,782	0	9,421	-25.8%	2.5%	-2.9%
Fri	1,979	5,852	58	1,894	0	9,783	-25.4%	4.3%	-0.7%
Sat	1,557	4,704	44	1,544	0	7,848	-28.6%	1.0%	-3.9%
Sun	1,382	4,270	38	1,354	0	7,044	-23.1%	6.4%	1.9%
Avg Weekday	1,858	5,518	60	1,754	0	9,190	-26.7%	1.8%	-3.4%
Avg Weekend	1,469	4,487	41	1,449	0	7,446	-26.1%	3.5%	-1.2%
Avg Day	1,745	5,220	54	1,666	0	8,685	-26.7%	2.1%	-3.0%



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
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%
2024	638,715	1,910,438	19,920	609,653	1	3,178,727	60.1%	20.1%	19.2%
Growth							% Point Growth		
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%
2023 to 2024	-26.4%	2.4%	-3.7%	18.6%		-2.7%	3.0%	-6.5%	3.5%

* 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

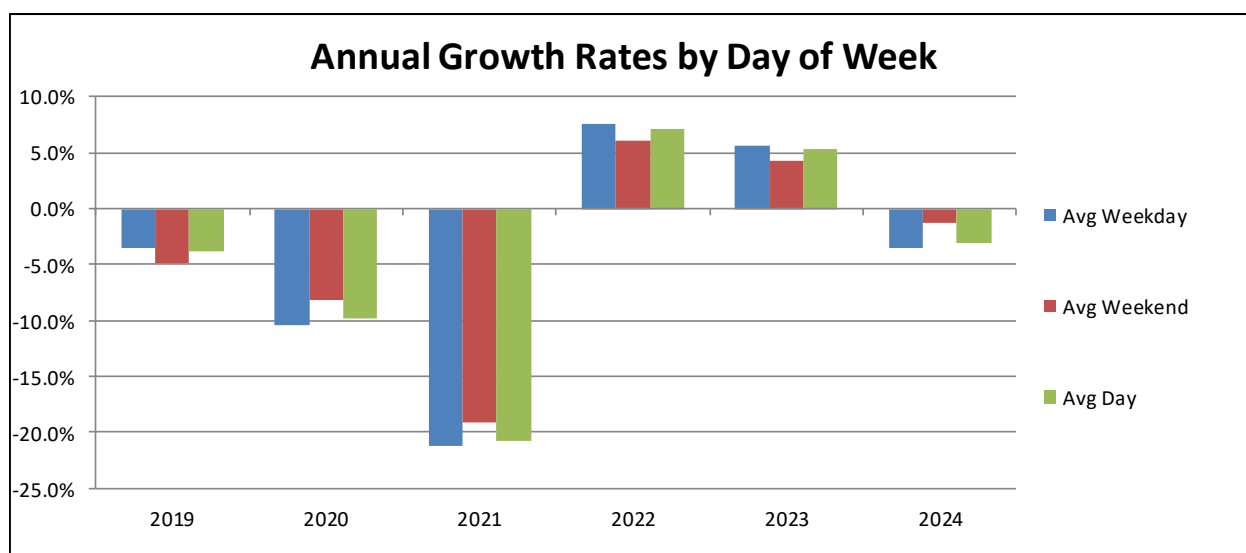
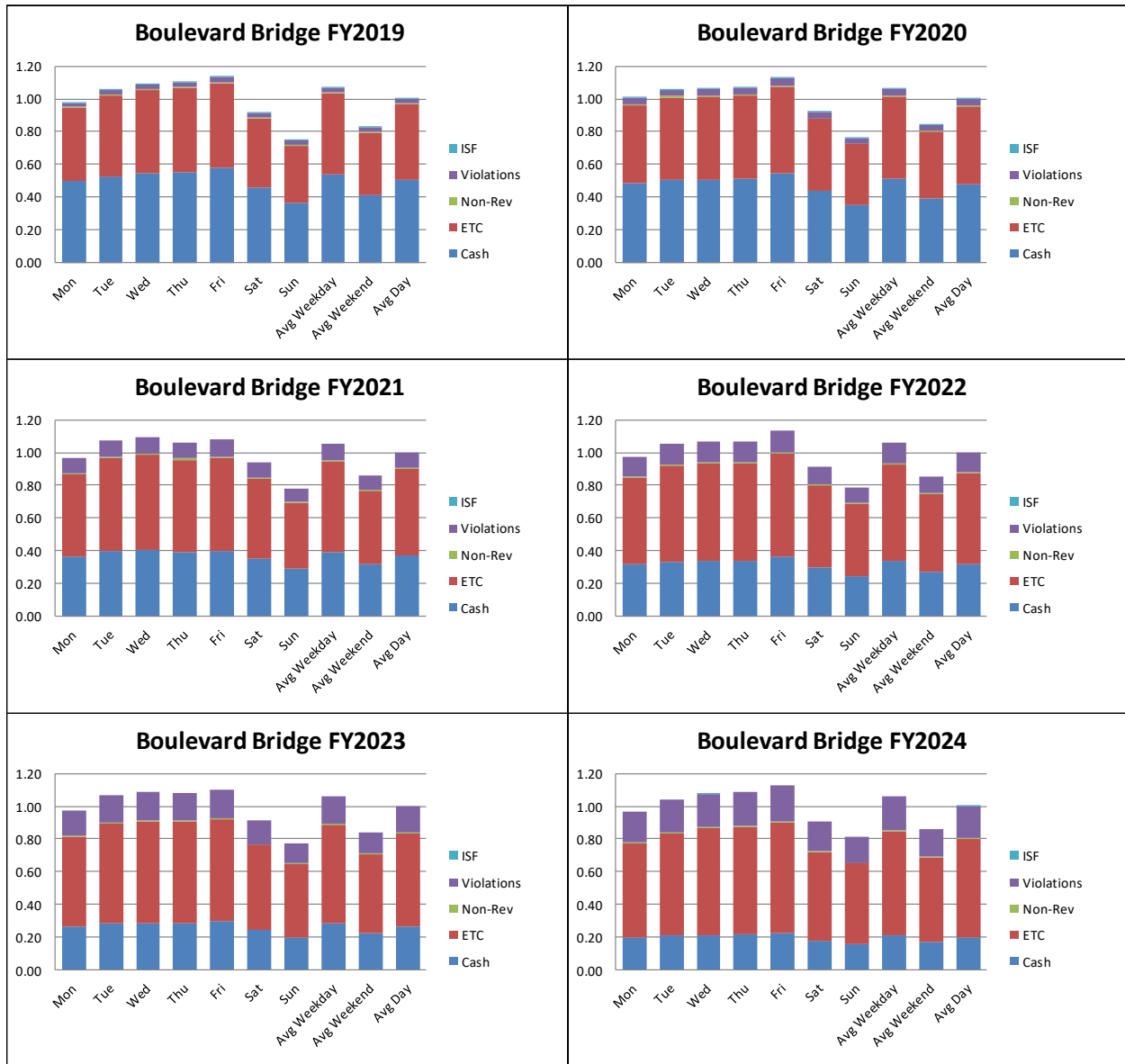
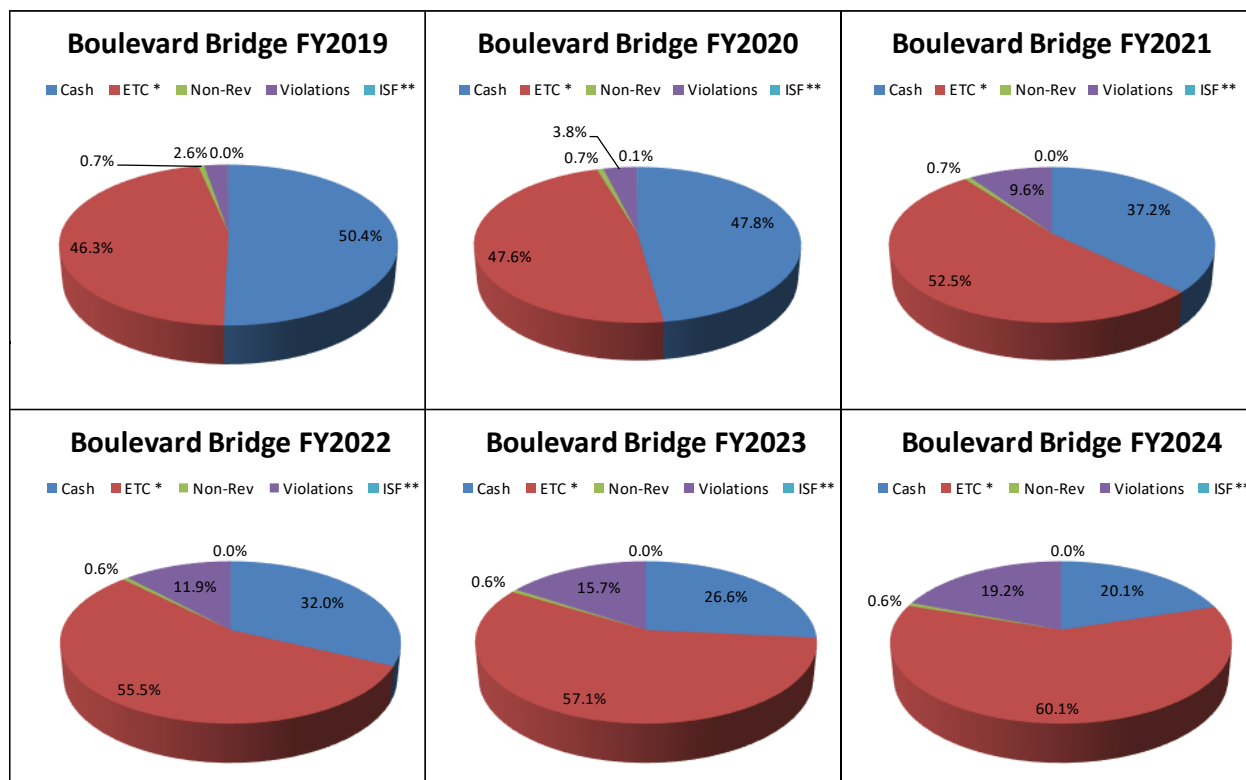


Figure 11-15: Day of Week by Payment Type by Fiscal Year, Boulevard Bridge



FY 2024 ANNUAL TRAFFIC AND TOLL REVENUE REPORT

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



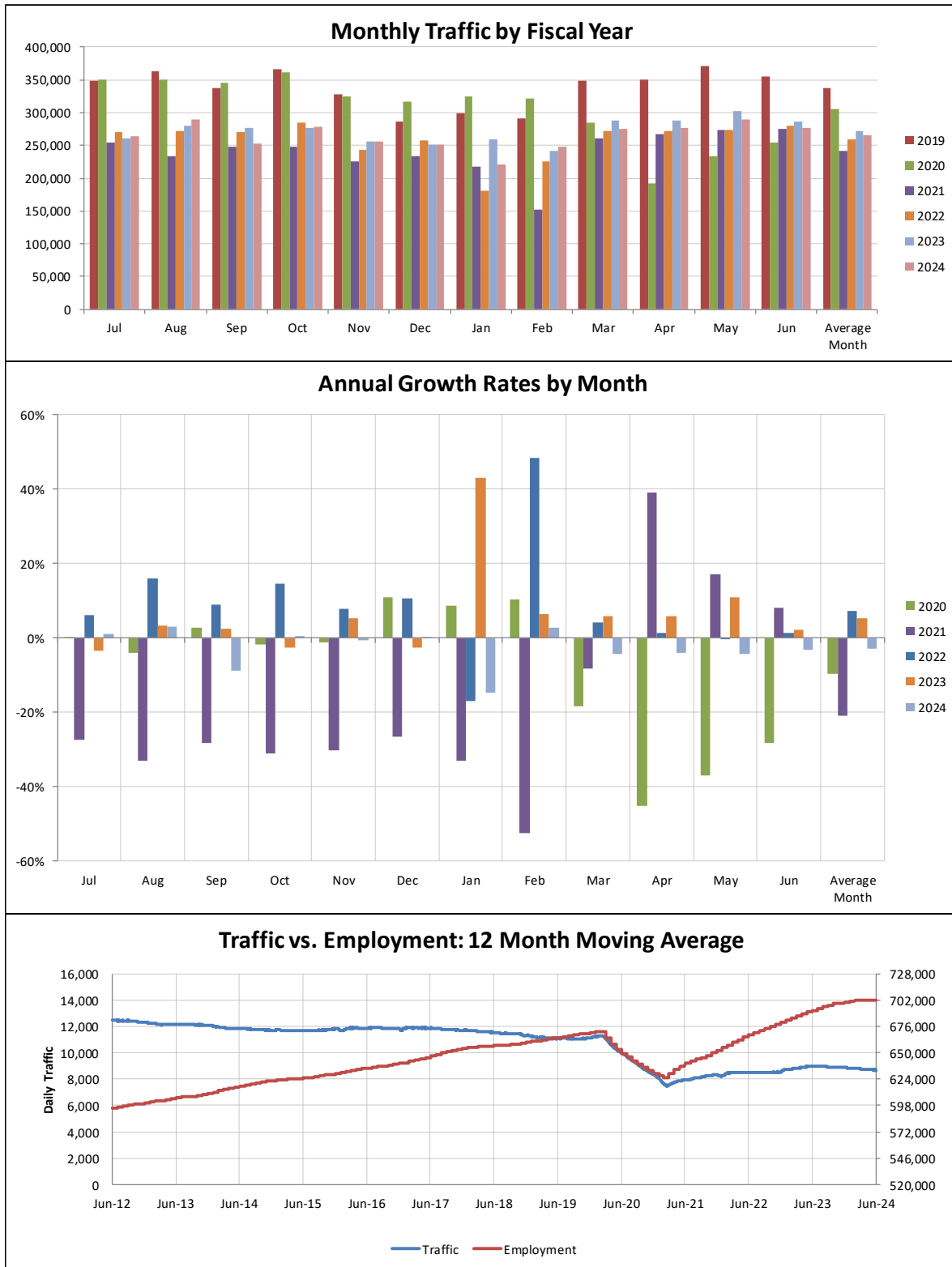
* ETC transactions are reporting only paid E-ZPass transactions and not non-rev or violation transactions that are from E-ZPass
 **ISF transactions refer to the insufficient funds that were collected for them.

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

Month	Boulevard Bridge Historical Traffic by Month and Fiscal Year										
	2019	Growth	2020	Growth	2021	Growth	2022	Growth	2023	Growth	2024
Jul	348,461	0.3%	349,673	-27.3%	254,163	6.1%	269,644	-3.3%	260,686	1.1%	263,441
Aug	363,736	-3.9%	349,676	-33.1%	234,101	16.1%	271,718	3.3%	280,603	3.0%	289,140
Sep	336,945	2.7%	346,039	-28.3%	248,118	8.9%	270,178	2.6%	277,252	-8.9%	252,699
Oct	367,065	-1.6%	361,041	-31.2%	248,472	14.6%	284,640	-2.6%	277,206	0.6%	279,007
Nov	327,930	-1.1%	324,305	-30.3%	225,988	7.8%	243,715	5.3%	256,741	-0.6%	255,280
Dec	286,206	10.9%	317,371	-26.6%	233,050	10.6%	257,664	-2.7%	250,834	0.1%	251,110
Jan	299,313	8.6%	325,189	-33.0%	217,853	-16.9%	180,962	43.2%	259,130	-14.6%	221,327
Feb	291,198	10.3%	321,276	-52.5%	152,473	48.5%	226,491	6.4%	241,098	2.8%	247,918
Mar	348,930	-18.5%	284,508	-8.2%	261,317	4.2%	272,260	5.9%	288,428	-4.3%	275,944
Apr	350,689	-45.2%	192,258	39.1%	267,518	1.4%	271,357	6.0%	287,663	-4.0%	276,294
May	371,617	-37.0%	233,979	17.2%	274,201	-0.4%	273,071	10.8%	302,612	-4.2%	289,993
Jun	354,658	-28.1%	254,908	8.2%	275,867	1.5%	279,984	2.1%	285,930	-3.3%	276,574
Total	4,046,748	-9.6%	3,660,223	-21.0%	2,893,121	7.2%	3,101,684	5.4%	3,268,183	-2.7%	3,178,727



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.

