

I-680 Contra Costa Express Lanes Performance Report 4th Quarter 2022: October - December

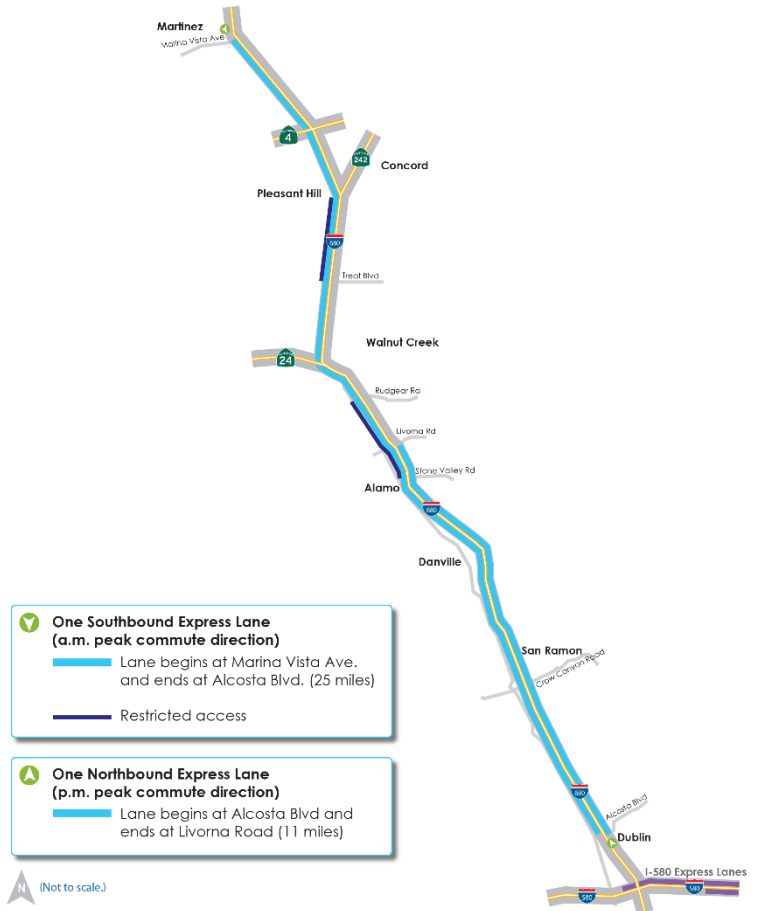


Bay Area Infrastructure Financing Authority
Submitted April 2023

I-680 Contra Costa Express Lanes Policies

- Tolling Hours are 5 a.m. to 8 p.m. Monday – Friday.
- All drivers must have a FasTrak® account to avoid penalties.
 - Solo drivers can carry a standard FasTrak tag* or a FasTrak Flex® tag set to 1 or pay tolls via license plate.
 - Carpools (2+) travel toll-free with FasTrak Flex toll tags set to 2 or 3+.
 - Motorcycles travel toll-free with FasTrak Flex toll tags set to 3+.
 - Solo-drivers in eligible clean-air vehicles (CAV) pay half-price tolls with FasTrak CAV toll tags set to 1.

*Standard FasTrak tags do not have a switch and were issued prior to January 2020.



Carpools	All Drivers	
Must Have FasTrak Flex®	Must Have FasTrak®	
<p>FREE</p>	<p>HALF TOLL</p>	<p>FULL TOLL</p>
<p>Motorcycles are FREE with FasTrak Flex toll tag set to 3+.</p>	<p>Clean Air Vehicles pay half-price tolls with FasTrak CAV toll tag.</p>	

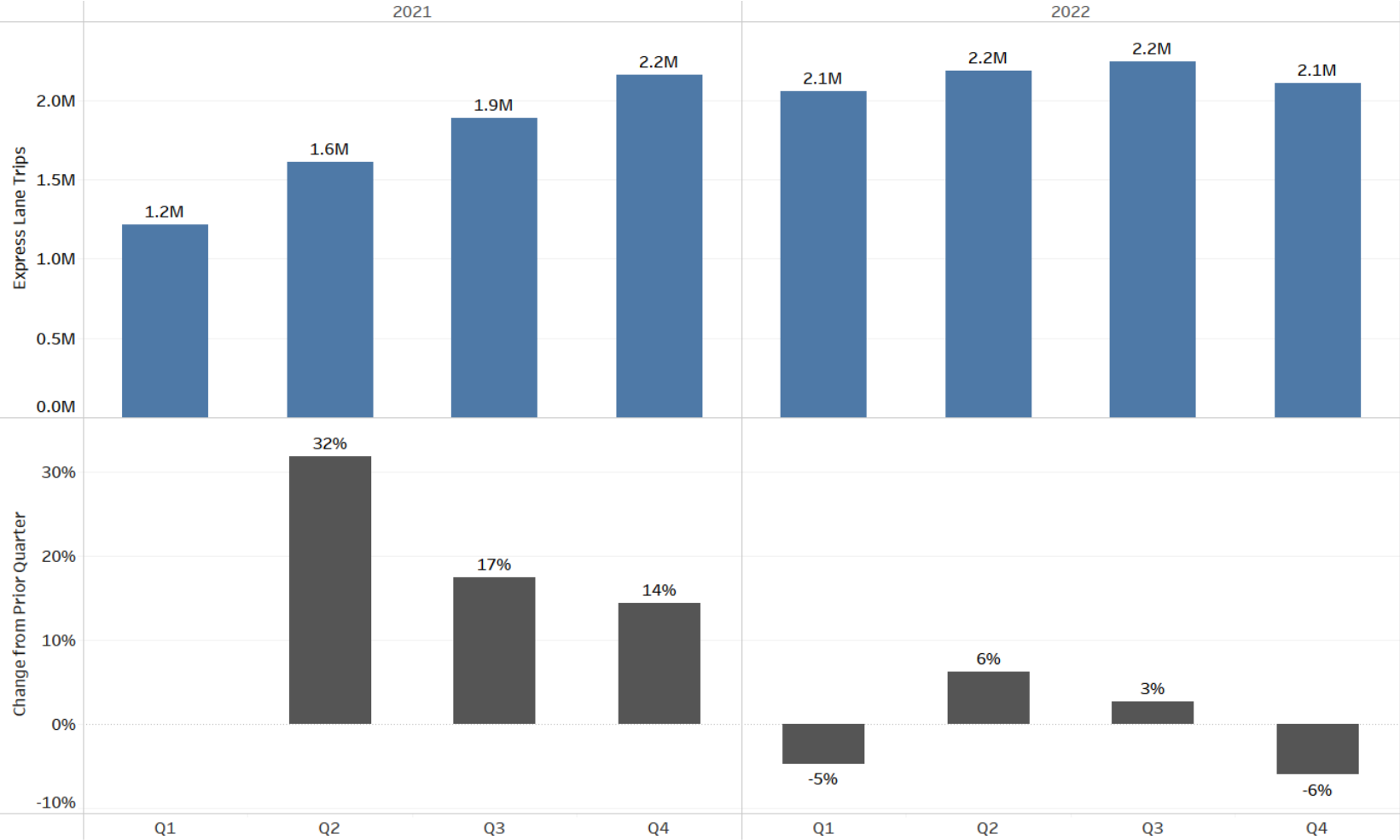
I-680 Contra Costa Express Lanes – Q4 2022 Performance Highlights

- 2.1 million express lane trips were made in Q4 2022. The Average Daily Trip count (ADT) was down 3% from the prior quarter (Q3 2022) and down 2% from a year ago (Q4 2021).
- The share of toll-free HOV 2+ trips was 39%, the same as Q3 2022 and up 2% from Q4 2021. This share has ranged between 30% and 45% per quarter over the history of the lanes.
- 13% of express lane trips were violations - trips made without a FasTrak account – similar to the rates observed over the last year.
- Quarterly toll revenue was up 3% from the last quarter, even though tolled trips were down 6% and there was no change in the average toll paid. This discrepancy is due to a lag in payment and accounting timing. From a year ago (Q4 2021), quarterly toll revenue fell 11%, tolled trips fell 6% and the average assessed toll fell 12%.
- Corridor-length northbound travel was slowest between 5 p.m. and 6 p.m. when express lane speed averaged 67 mph (10 mph faster than the general purpose lanes). The northbound average toll paid peaked at \$5.60 between 4 p.m. and 5 p.m. Corridor-length southbound travel was slowest between 8 a.m. and 9 a.m. when express lane speed averaged 69 mph (11 mph faster than the general purpose lanes) and the average toll paid was \$4.30.
- 45% of express lane drivers carried toll tags in their vehicles and made an average of 4.9 I-680 express lane trips in the quarter. Drivers without FasTrak tags, but with FasTrak accounts (37% of all express lane drivers) made an average of 3.0 trips in the quarter. Drivers without FasTrak accounts (18% of drivers) (violators) averaged 2.3 trips per driver in the quarter.
- CHP made 1,003 enforcement contacts, of which 17% resulted in citations related to carpool occupancy.

The goal of express lanes is to maximize lane use while keeping traffic moving to encourage carpooling and transit ridership.

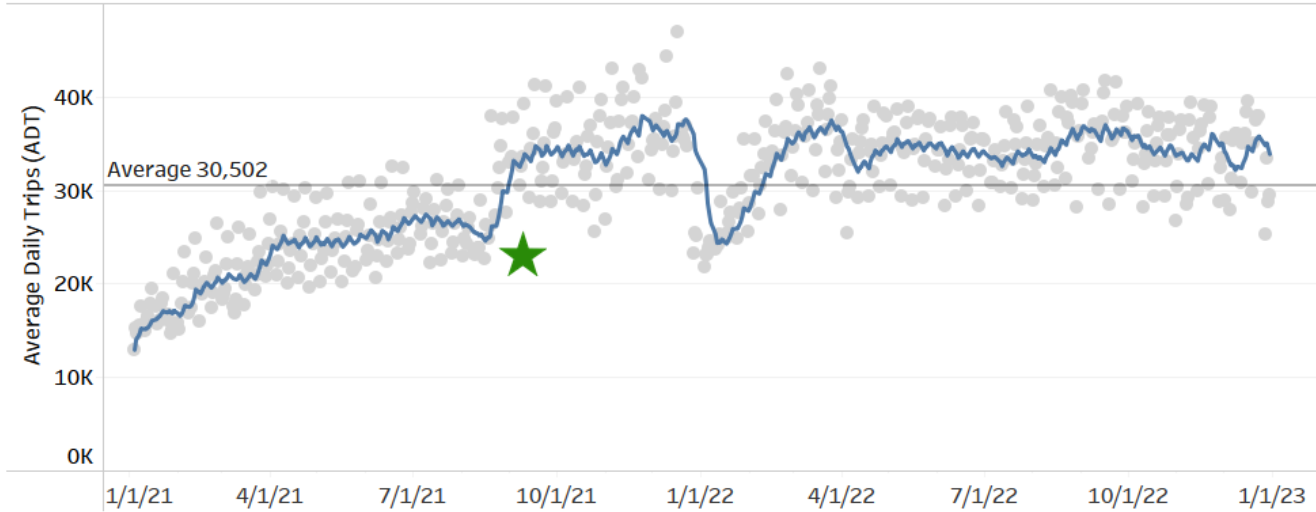
Express Lane Trips

2.1 million express lane trips were made in Q4 2022. Trips were down 6% from the prior quarter (Q3 2022) and down 2% from Q4 2021. While express lane demand has reached pre-COVID levels, demand is less than its former peak (Q2 2018; 2.4M trips) and trip counts since August 2021 include 12 additional express lane miles.



Average Daily Express Lane Trips

Average Daily Trips (ADT) (grey dots) with 10-day Moving Average (blue line) (Northbound & Southbound)



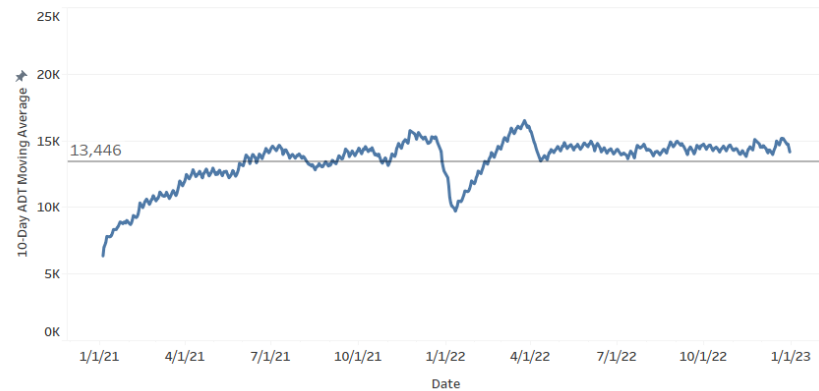
Q4 2022 ADT (Average Daily Trip count) was about 34,000, a 3% drop from the prior quarter and a 2% drop from Q4 2021. Over the last two years daily trips averaged 30,502.

Q4 2022 ADT was about 14,300 northbound and 19,700 southbound.

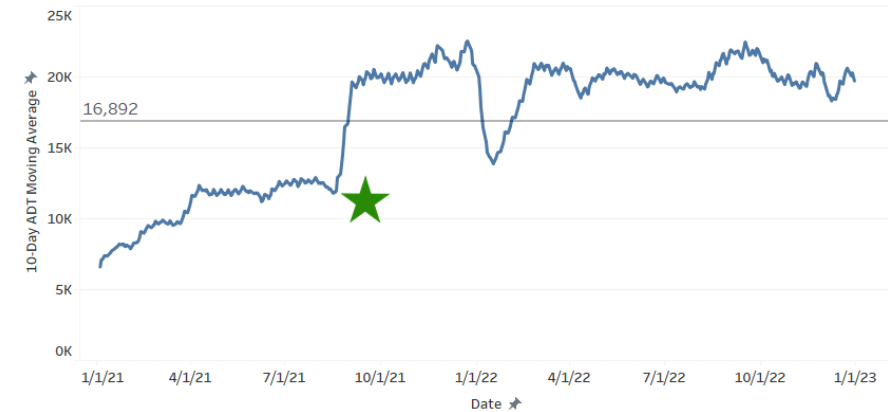
Quarterly ADT has been steady since Q4 2021, ranging from 32,000 to 35,000.

★ The southbound express lane was extended 12 miles on August 20, 2021.

Northbound (10-day Moving Average)



Southbound (10-day Moving Average)



Trip Type

Toll-free trips (HOV 2+) = 39%

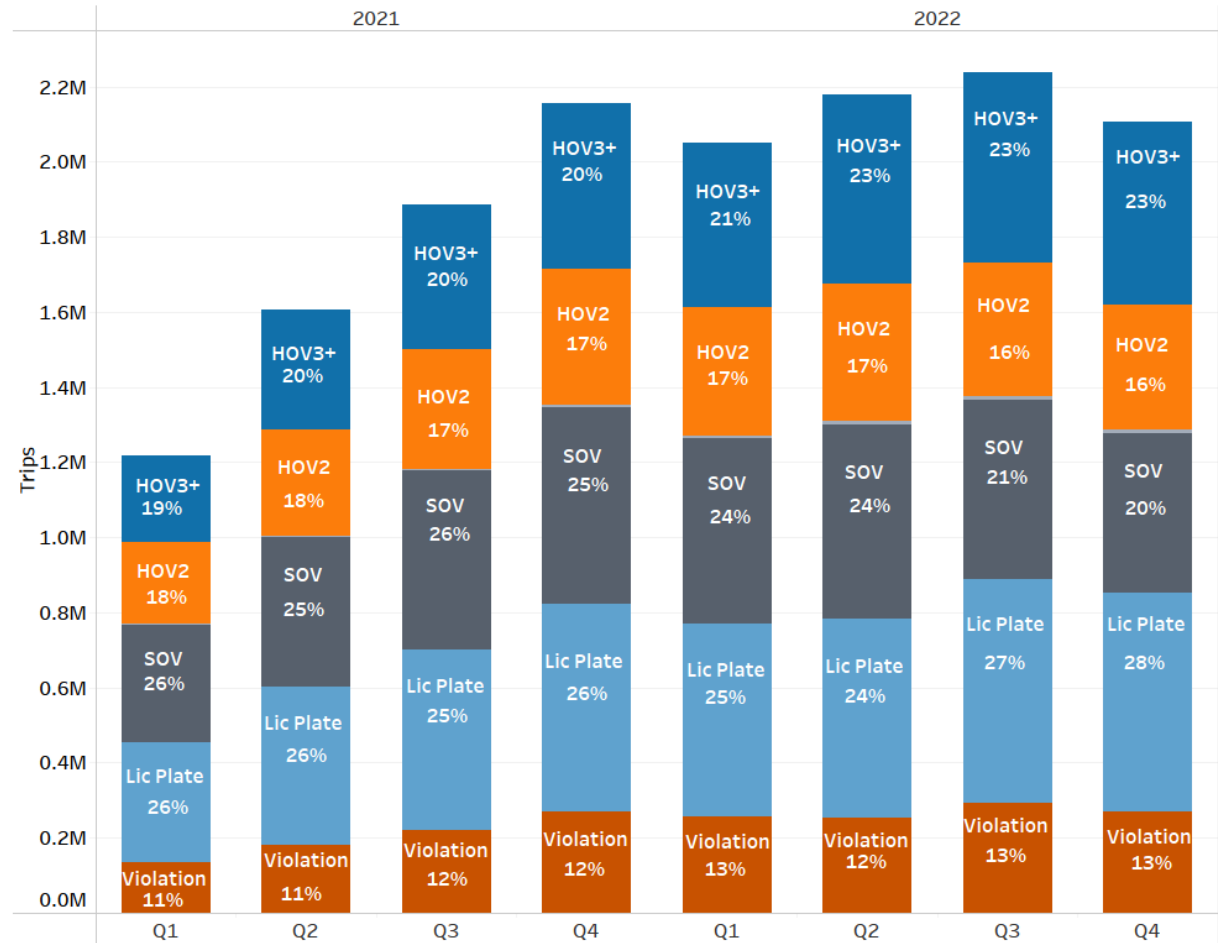
- Share same as Q3 2022 and up 2% from Q4 2021

Tolled trips (full toll + half-toll) = 48%

- 48% full toll (SOV toll tag + license plate match) + <1% half toll (Clean Air Vehicles)
- Share same as Q3 2022 but down 3% from Q4 2021

Violation trips = 13%

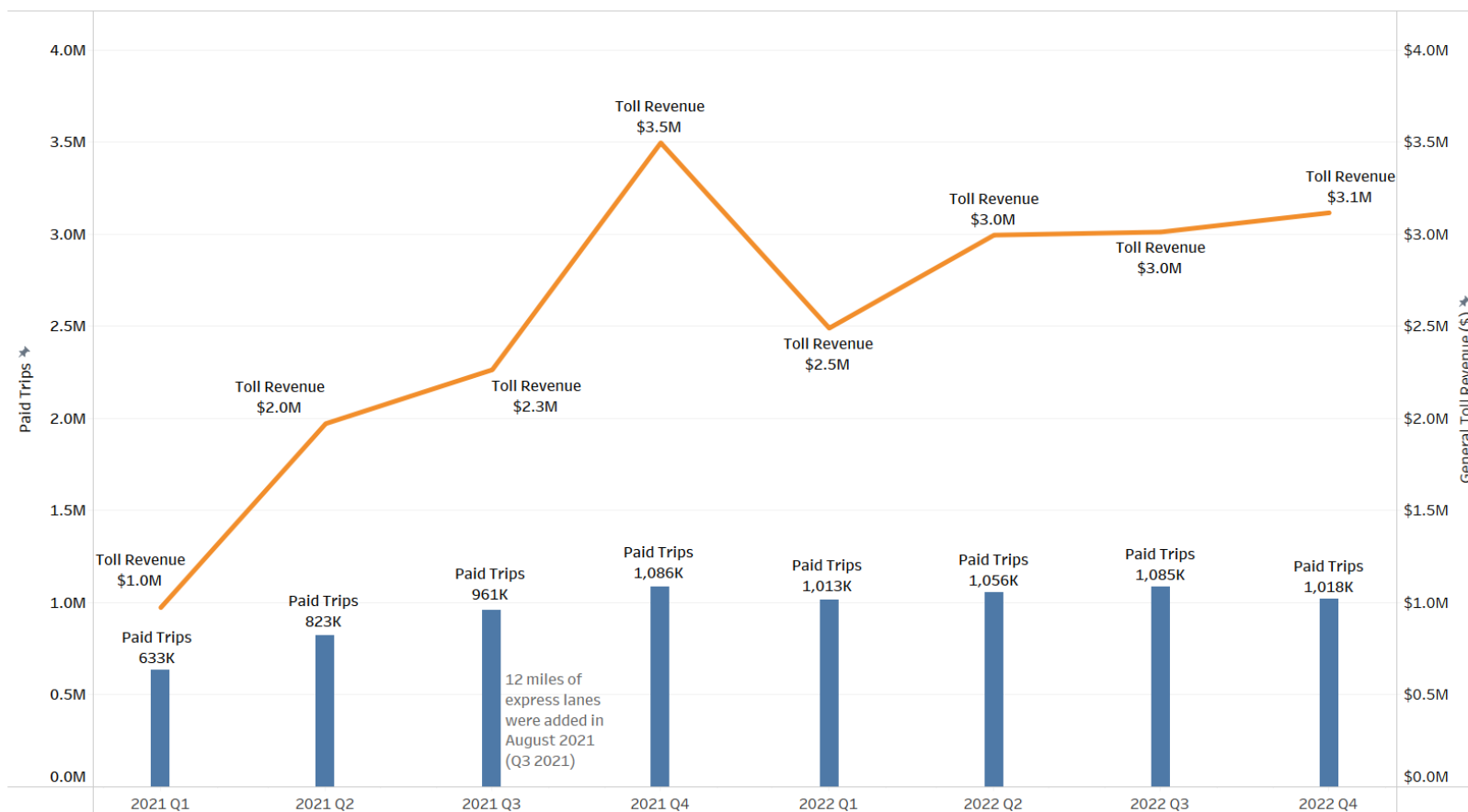
- No toll account
- Share same as Q3 2022 and up 1% from Q4 2021



In each quarter, <1% of trips were made with Clean Air Vehicle Tags, represented by the thin grey segments in the above bar chart.

Toll Revenue* and Tolled Trips

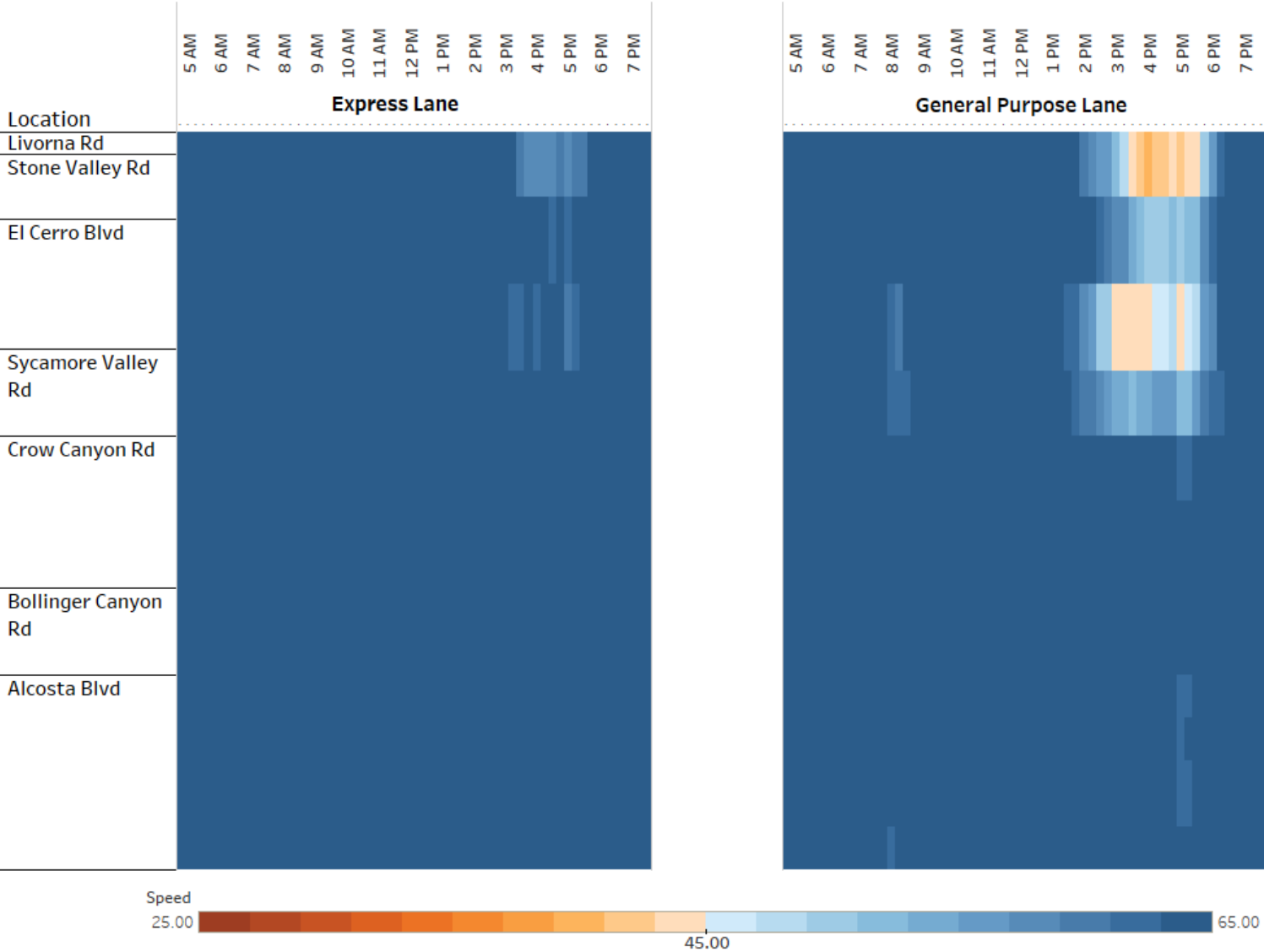
*Revenue from general tolls. Does not include revenue from violation penalties.



Q2 2022 Change	Toll Revenue	Tolled Trips**	Average Toll Paid**
from Prior Quarter (Q3 2022)	Up 3%	Down 6%	No Change
Year over Year (Q4 2021)	Down 11%	Down 6%	Down 12%

**Toll revenue depends on tolled trips, paid trips and average toll paid. Average toll paid is a function of corridor lane volumes, speeds, and other factors.

Northbound Speed by Location and Time: Quarter Average



Northbound express lane speeds averaged 58 mph or faster.

Northbound general purpose lane average speeds slowed at the north end of the corridor between 3:00 p.m. and 5:30 p.m. and briefly fell as low as 39 mph approaching Livorna Rd. around 4:00 p.m.

Northbound: Peak Traffic and Corridor-Length Speed

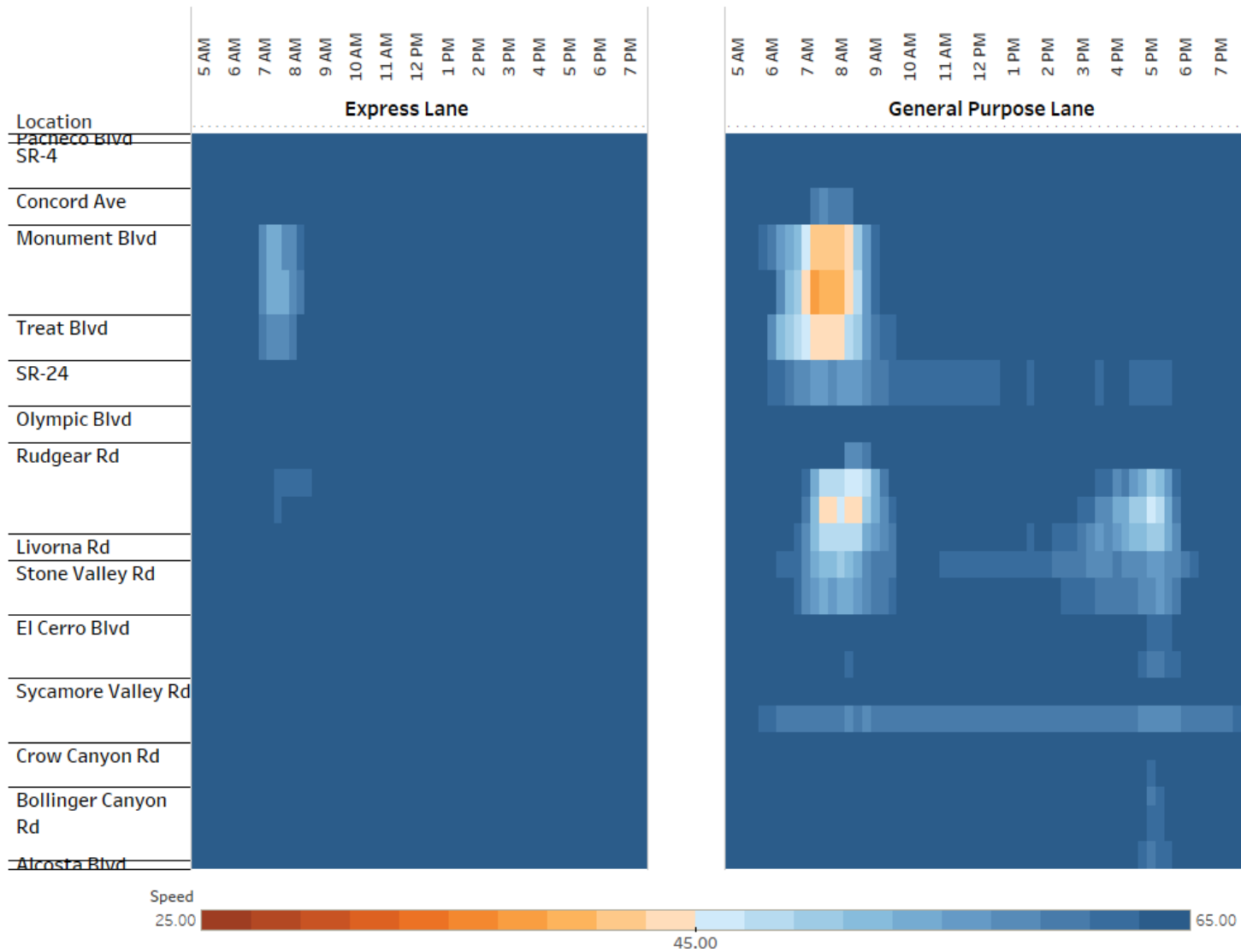
Peak Traffic

Time	3 p.m. – 5 p.m.
Location	Approaching Livorna Rd.
Express Lane Speed	65 mph
GP Lane Speed	54 mph
Speed Differential	11 mph
Express Lane Volume	1,220 vehicles
GP Lane Volume	1,470 vehicles

Corridor Length Slowest Travel

Time	5 p.m. – 6 p.m.
Express Lane Speed	67 mph
GP Lane Speed	57 mph
Speed Differential	10 mph

Southbound Speed by Location and Time: Quarter Average



Southbound express lane speeds averaged 53 mph or faster.

Southbound general purpose lane average speeds slowed below 45 mph between 7 a.m. and 8:30 a.m. from Monument Blvd. to SR-24 and again around Rudgear Rd.

The southbound general purpose lanes were not significantly congested throughout the corridor or throughout the day.

Southbound: Peak Traffic and Corridor-Length Speed

Peak Traffic

Time	7 a.m. - 9 a.m.
Location	Approaching El Cerro Blvd
Express Lane Speed	69 mph
GP Lane Speed	56 mph
Speed Differential	13 mph
Express Lane Volume	1,040 vehicles
GP Lane Volume	1,500 vehicles

Corridor Length Slowest Travel

Time	8 a.m. – 9 a.m.
Express Lane Speed	69 mph
GP Lane Speed	58 mph
Speed Differential	11 mph

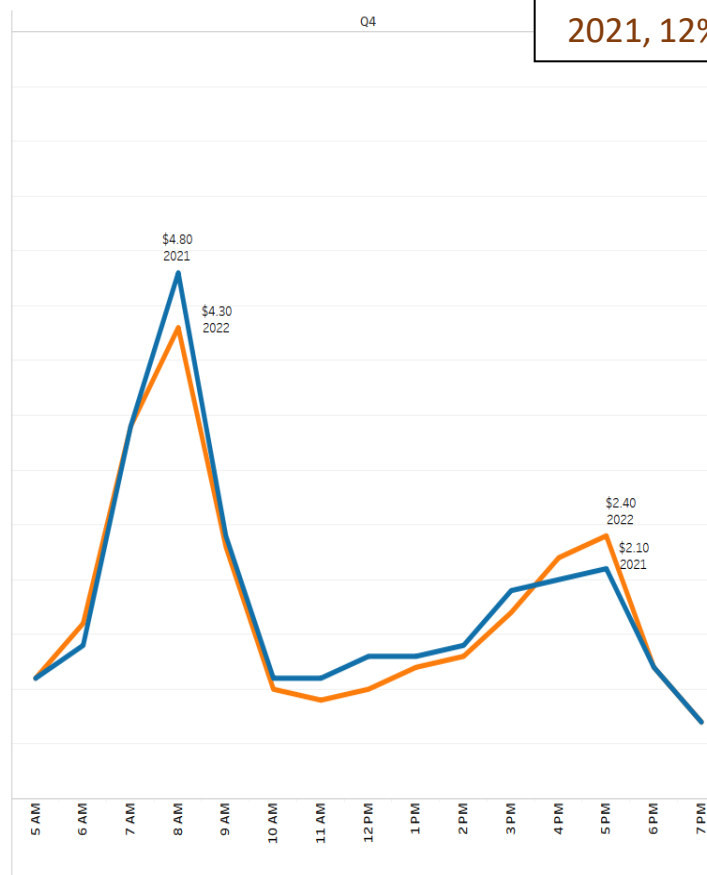
Quarterly Average Toll Paid by Time of Day

Q4 2022 AVERAGE TOLL PAID WAS \$2.20, COMPARED TO \$2.50 IN Q4 2021, 12% LOWER.

Northbound



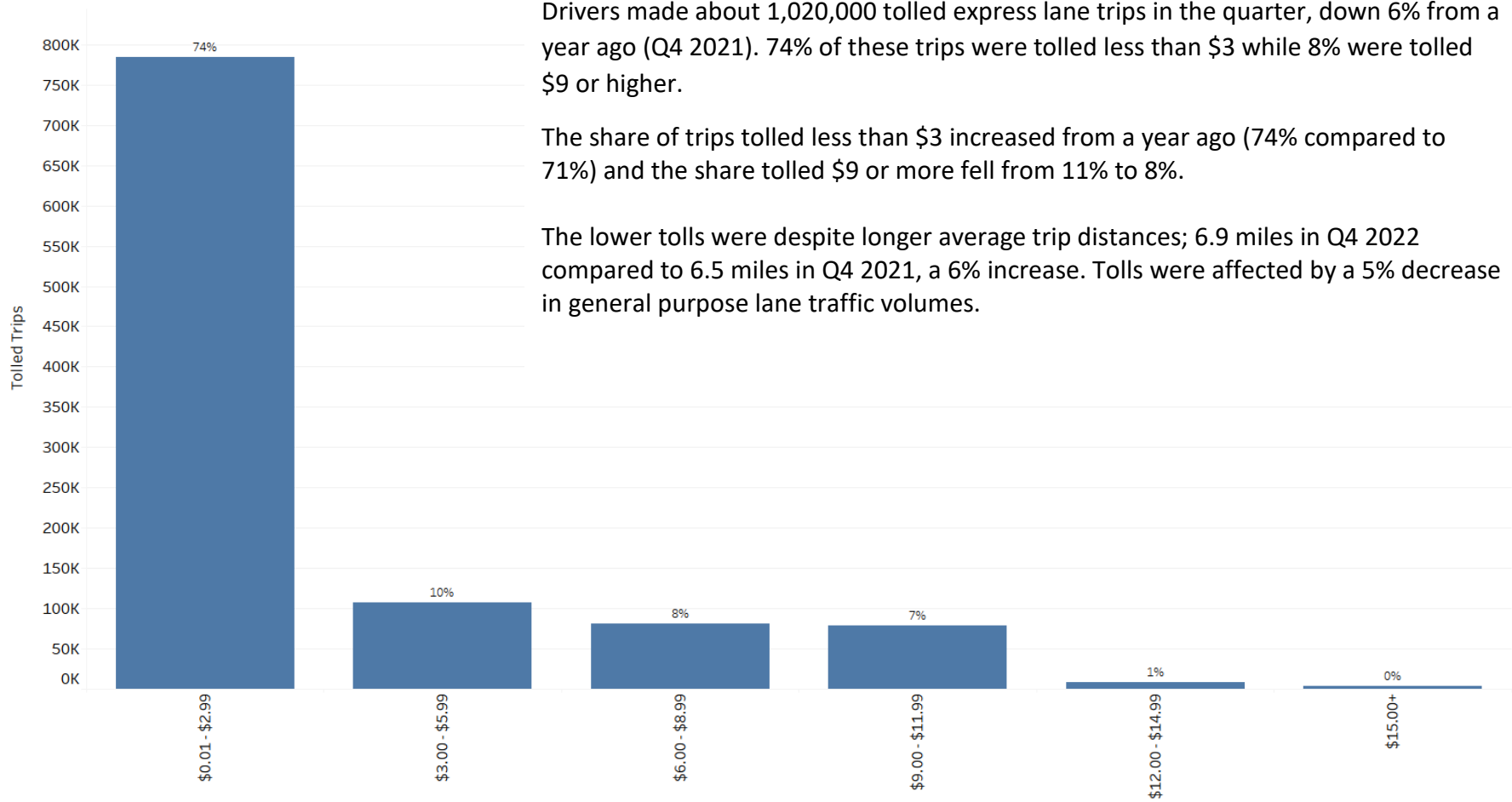
Southbound



In Q4 2022 the northbound average toll paid peaked at \$5.60 between 4 p.m. and 5 p.m., \$0.60 less than a year ago. In the morning, it peaked at \$1.40, \$0.20 more than a year ago.

The southbound average toll paid peaked at \$4.30 between 8 a.m. and 9 a.m., \$0.50 less than a year ago. Afternoon tolls peaked \$0.30 more than a year ago.

Toll Distribution



Drivers made about 1,020,000 tolled express lane trips in the quarter, down 6% from a year ago (Q4 2021). 74% of these trips were tolled less than \$3 while 8% were tolled \$9 or higher.

The share of trips tolled less than \$3 increased from a year ago (74% compared to 71%) and the share tolled \$9 or more fell from 11% to 8%.

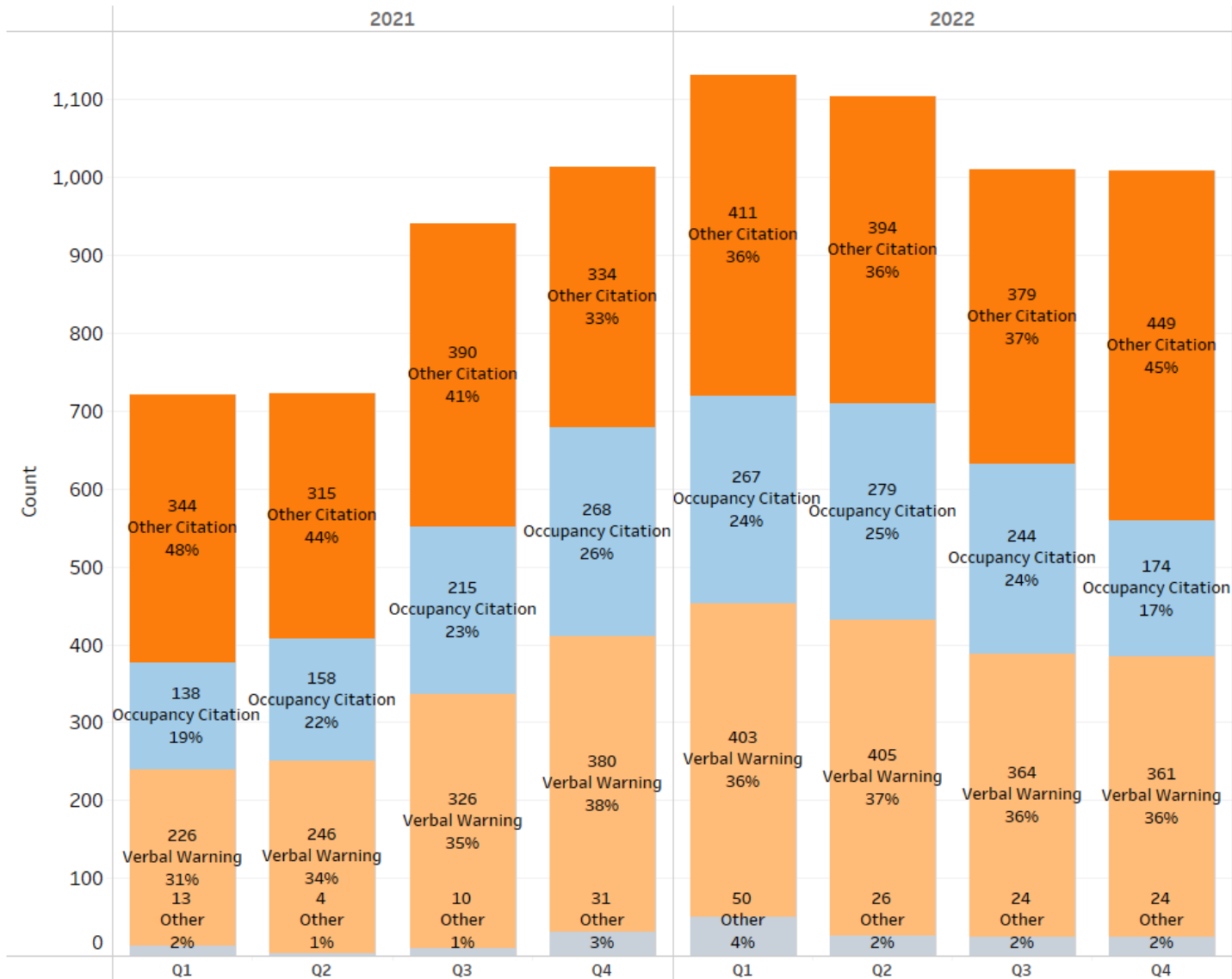
The lower tolls were despite longer average trip distances; 6.9 miles in Q4 2022 compared to 6.5 miles in Q4 2021, a 6% increase. Tolls were affected by a 5% decrease in general purpose lane traffic volumes.

How Drivers Use the Lanes

In Q4 2022, about 560,000 unique vehicles made over 2.1 million express lane trips, as shown in the table below.

	A Trips in Quarter	B Unique Vehicles	C Trips Per Unique Vehicle	D Unique Vehicles – Made Only 1 Trip
Vehicles Carrying Toll Tags	1.26 million (60%)	256,000 (45%)	4.9	122,000 (48% of column B)
License plate – matched to a FasTrak account	583,000 (27%)	206,000 (37%)	2.8	125,000 (61% of column B)
License plate - not matched to a FasTrak account	270,000 (13%)	102,000 (18%)	2.6	73,000 (72% of column B)
Total	2.1 million	564,000	3.7	320,000 (57% of column B)

CHP Enforcement



CHP provided 767 enforcement hours in the quarter, filling 83% of requested hours. CHP made 1,003 enforcement contacts, 17% of which were related to carpool occupancy violations. The average cost to BAIFA per enforcement contact was \$97.

Appendix A: Select Chart Data

Quarterly Express Lane Trips and Percentage Change

Quarter	Year	Express Lane Trips	% Change
Q1	2021	1,219,020	Blank
Q2	2021	1,607,670	32%
Q3	2021	1,888,686	17%
Q4	2021	2,159,690	14%
Q1	2022	2,055,791	-5%
Q2	2022	2,184,416	6%
Q3	2022	2,242,421	3%
Q4	2022	2,106,882	-6%

Express Lane Trips - Payment Type Share

	2021	2021	2021	2021	2022	2022	2022	2022
Blank	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Blank	19%	20%	20%	20%	21%	23%	23%	23%
HOV3+	18%	18%	17%	17%	17%	17%	16%	16%
HOV2	0%	0%	0%	0%	0%	0%	0%	0%
CAV	26%	25%	26%	25%	24%	24%	21%	20%
SOV-Tag	26%	26%	25%	26%	25%	24%	27%	28%
LP Read	11%	11%	12%	12%	13%	12%	13%	13%
Violations								

Toll Revenue and Tolled Trips

Year & Quarter	Revenue	Tolled Trips
2021 Q1	\$973,953	633,409
2021 Q2	\$1,972,073	823,014
2021 Q3	\$2,264,663	960,665
2021 Q4	\$3,496,557	1,085,503
2022 Q1	\$2,490,496	1,012,856
2022 Q2	\$2,995,667	1,055,745
2022 Q3	\$3,012,291	1,085,014
2022 Q4	\$3,116,641	1,017,704

Quarterly Average Toll Paid by Time of Day Northbound

Year Q4	5:00 AM	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM
2021	\$0.60	\$0.60	\$0.90	\$1.20	\$0.90	\$0.80	\$0.90	\$1.50	\$1.70	\$3.60	\$5.50	\$6.20	\$5.60	\$3.70	\$1.00
2022	\$0.60	\$0.60	\$0.90	\$1.40	\$0.90	\$0.80	\$0.90	\$0.90	\$1.30	\$2.50	\$5.00	\$5.60	\$4.90	\$2.50	\$0.90

Quarterly Average Toll Paid by Time of Day Southbound

Year Q4	5:00 AM	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM
2021	\$1.10	\$1.40	\$3.40	\$4.80	\$2.40	\$1.10	\$1.10	\$1.30	\$1.30	\$1.40	\$1.90	\$2.00	\$2.10	\$1.20	\$0.70
2022	\$1.10	\$1.60	\$3.40	\$4.30	\$2.30	\$1.00	\$0.90	\$1.00	\$1.20	\$1.30	\$1.70	\$2.20	\$2.40	\$1.20	\$0.70

Toll Distribution

Toll	\$0.01 - \$2.99	\$3.00 - \$5.99	\$6.00 - \$8.99	\$9.00 - \$11.99	\$12.00 - \$14.99	\$15.00+
% Tolled Trips	74%	10%	8%	7%	1%	0%

CHP Enforcement

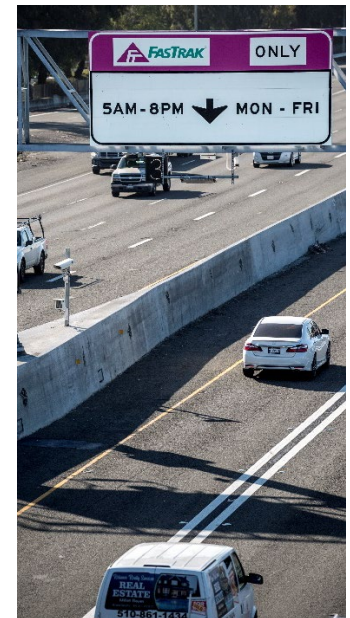
Year	Quarter	Enforcement Type	Quarterly Share	Count
2021	Q1	Other Citation	48%	344
2021	Q1	Occupancy Citation	19%	138
2021	Q1	Verbal Warning	31%	226
2021	Q1	Other	2%	13
2021	Q2	Other Citation	44%	315
2021	Q2	Occupancy Citation	22%	158
2021	Q2	Verbal Warning	34%	246
2021	Q2	Other	1%	4
2021	Q3	Other Citation	41%	390
2021	Q3	Occupancy Citation	23%	215
2021	Q3	Verbal Warning	35%	326
2021	Q3	Other	1%	10
2021	Q4	Other Citation	33%	334
2021	Q4	Occupancy Citation	26%	268
2021	Q4	Verbal Warning	38%	380
2021	Q4	Other	3%	31
2022	Q1	Other Citation	36%	411
2022	Q1	Occupancy Citation	24%	267
2022	Q1	Verbal Warning	36%	403
2022	Q1	Other	4%	50
2022	Q2	Other Citation	36%	394
2022	Q2	Occupancy Citation	25%	279
2022	Q2	Verbal Warning	37%	405
2022	Q2	Other	2%	26
2022	Q3	Other Citation	37%	379
2022	Q3	Occupancy Citation	24%	244
2022	Q3	Verbal Warning	36%	364
2022	Q3	Other	2%	24

2022	Q4	Other Citation	45%	449
2022	Q4	Occupancy Citation	17%	174
2022	Q4	Verbal Warning	36%	361
2022	Q4	Other	2%	24

For more information, visit expresslanes.511.org or [MTC's express lanes page](#).



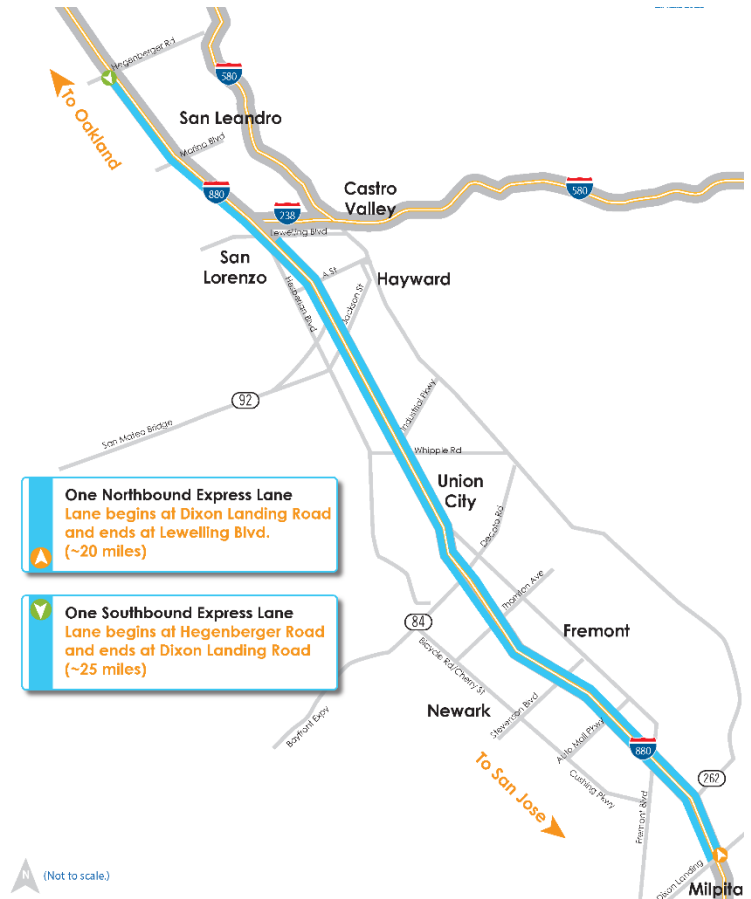
I-880 Express Lanes Performance Report 4th Quarter 2022: October- December



Bay Area Infrastructure Financing Authority
Submitted April 2023

I-880 Express Lanes Policies

- Tolling Hours are 5 a.m. to 8 p.m. Monday – Friday.
- All drivers must have a FasTrak® account to avoid penalties.
 - Solo drivers can carry a standard FasTrak tag* or a FasTrak Flex® tag set to 1 or pay tolls via license plate.
 - Carpools (3+) travel toll-free with FasTrak Flex toll tags set to 3+.
 - Carpools (2) pay half-price tolls with FasTrak Flex toll tags set to 2.
 - Motorcycles travel toll-free with FasTrak Flex toll tags set to 3+.
 - Solo-drivers in eligible clean-air vehicles (CAV) pay half-price tolls with FasTrak CAV toll tags set to 1.



*Standard FasTrak tags do not have a switch and were issued prior to January 2020.

Carpools		All Drivers	
Must Have FasTrak Flex®		Must Have FasTrak®	
FREE	HALF TOLL	HALF TOLL	FULL TOLL
Motorcycles are FREE with FasTrak Flex toll tag set to 3+.		Clean Air Vehicles pay half-price tolls with FasTrak CAV toll tag.	

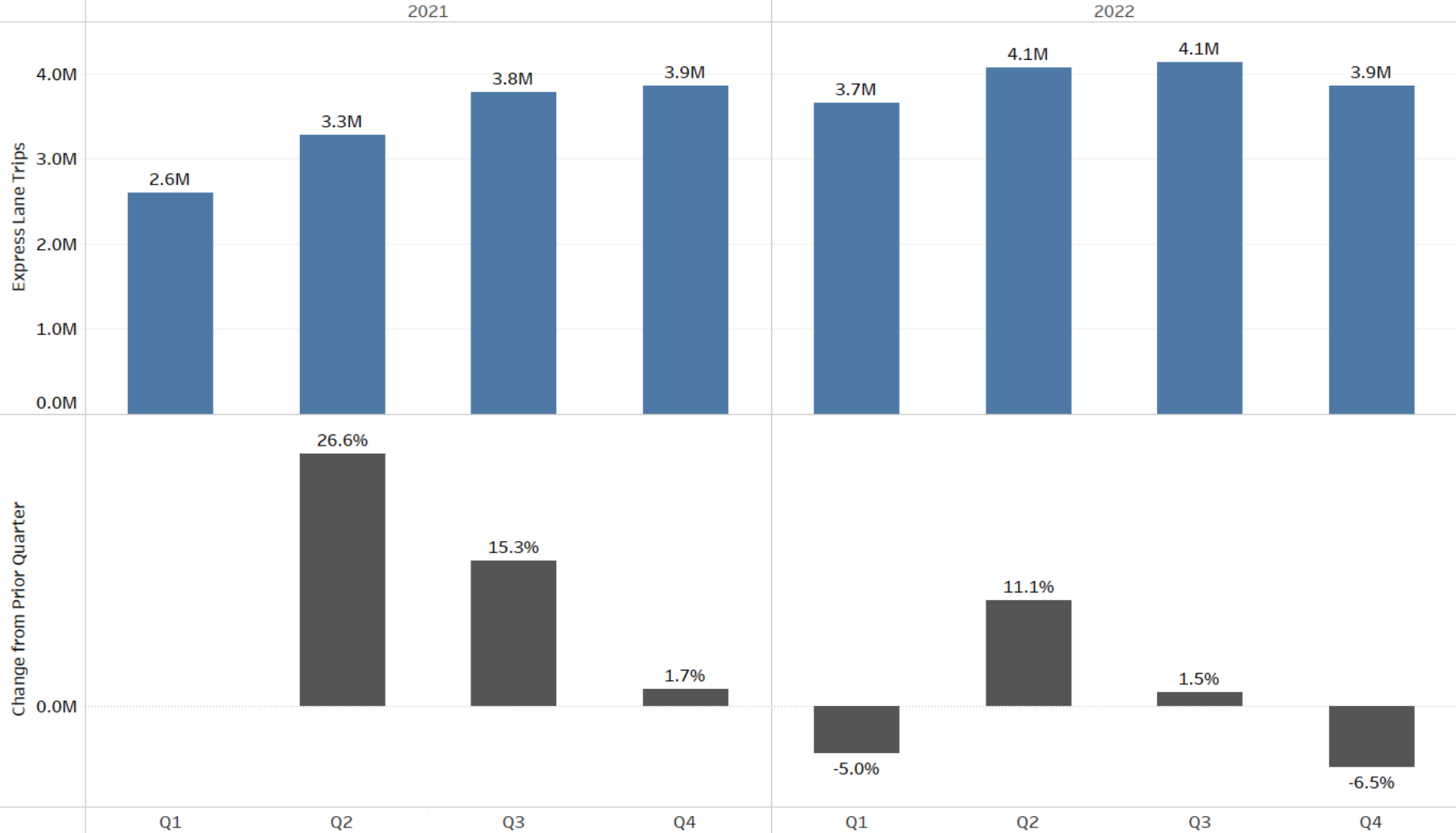
I-880 Express Lanes – Q4 2022 Performance Highlights

- 3.9 million express lane trips were made in Q4 2022. The Average Daily Trip count (ADT) of 62,000 was down 3% from the prior quarter (Q3 2021) and the same as a year ago (Q4 2021).
- The share of toll-free HOV 3+ trips was 39%, up 1% from Q3 2022 and up 6% from Q4 2021. The share of half-price HOV 2 trips was 7%, consistent with Q3 2022 and down 1% from Q4 2021.
- 14% of express lane trips were violations - trips made without a FasTrak account. The share is 1% lower than the prior quarter and the same as a year ago.
- Quarterly toll revenue was down 1% from the last quarter. While tolled trips fell 9%, there was no change in the average toll paid. Revenue did not fall as significantly as tolled trips given the timing of payments. Quarterly toll revenue was up 5% from a year ago (Q4 2021). Tolled trips fell 9%, but the average toll assessed increased 12% as general purpose lane traffic caused more back-ups and express lane trip lengths grew.
- Corridor-length northbound travel was slowest between 5 p.m. and 6 p.m. when express lane speed averaged 52 mph (18 mph faster than the general purpose lanes). The northbound average toll paid peaked at \$8.90 between 4 p.m. and 5 p.m. Corridor-length southbound travel was slowest between 7 a.m. and 9 a.m. when express lane speed averaged 58 mph (13 mph faster than the general purpose lanes) and the average toll paid was \$7.80.
- 50% of express lane drivers carried toll tags in their vehicles and made an average of 7.5 I-880 express lane trips in the quarter. Drivers without FasTrak tags, but with FasTrak accounts (30% of all express lane drivers) made an average of 3.7 trips in the quarter. Drivers without FasTrak accounts (20% of drivers) (violators) averaged 3.9 trips per driver in the quarter.
- CHP spent 11% more hours patrolling the I-880 express lanes than in the prior quarter resulting in nearly 3,500 enforcement contacts. Of those, 26% resulted in citations for crossing double white lines and 26% in citations related to carpool occupancy.

The goal of express lanes is to maximize lane use while keeping traffic moving to encourage carpooling and transit ridership.

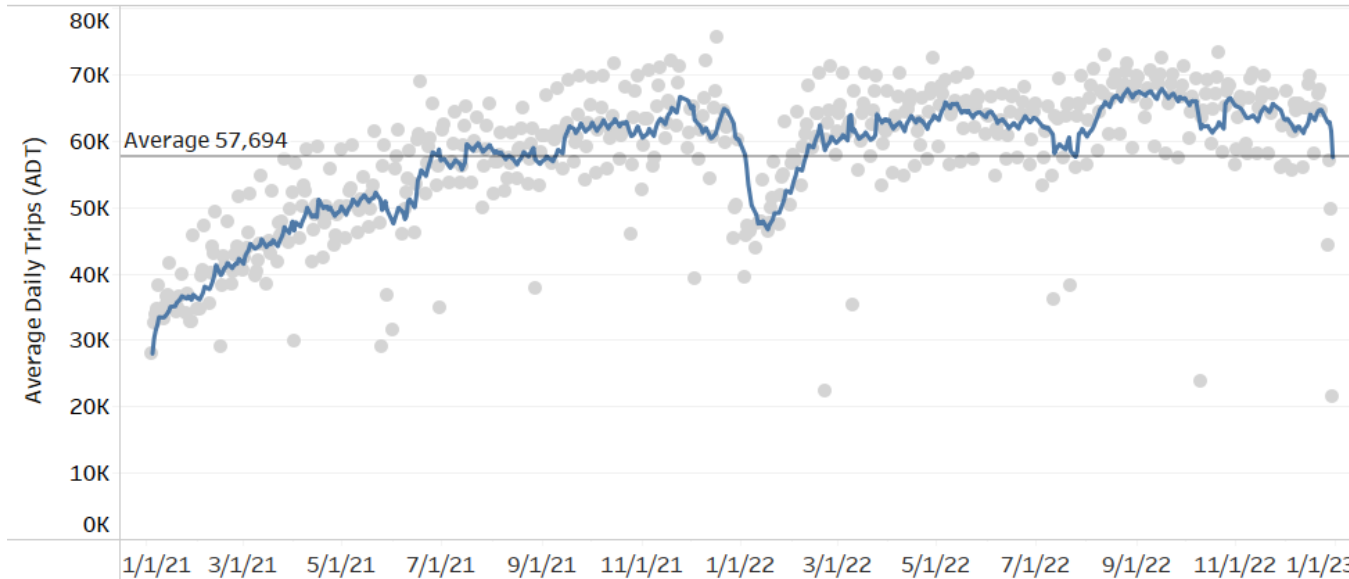
Express Lane Trips

3.9 million express lane trips were made in Q4 2022. Trips were down 6.2% from the prior quarter (Q3 2022) and up 1% from a year ago (Q4 2021).



Average Daily Express Lane Trips

Average Daily Trips (ADT) (grey dots) with 10-day Moving Average (blue line) (Northbound & Southbound)



Over the last two years daily trips averaged 57,694.

Q4 2022 ADT (Average Daily Trip count) was about 62,000, a 3% drop from the prior quarter and the same as a year ago (Q4 2021).

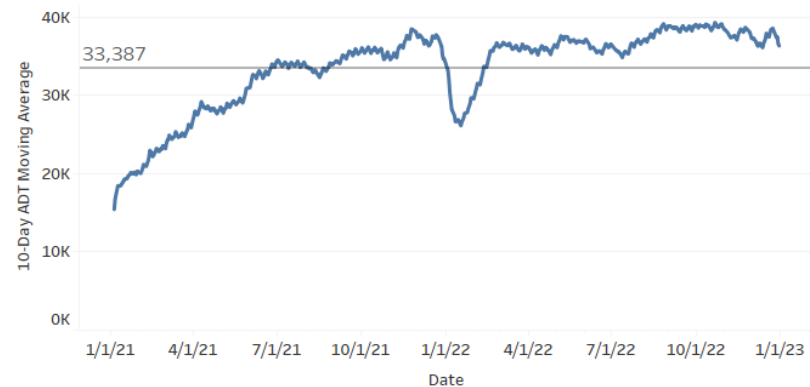
Over the last two years ADT northbound was 24,760 and 33,387 southbound. Q4 2022 ADT was about 26,000 northbound and 36,000 southbound.

The southbound express lane is 25% longer than the northbound lane.

Northbound (10-day Moving Average)



Southbound (10-day Moving Average)



Trip Type

Toll-free trips (HOV 3+) = 39%

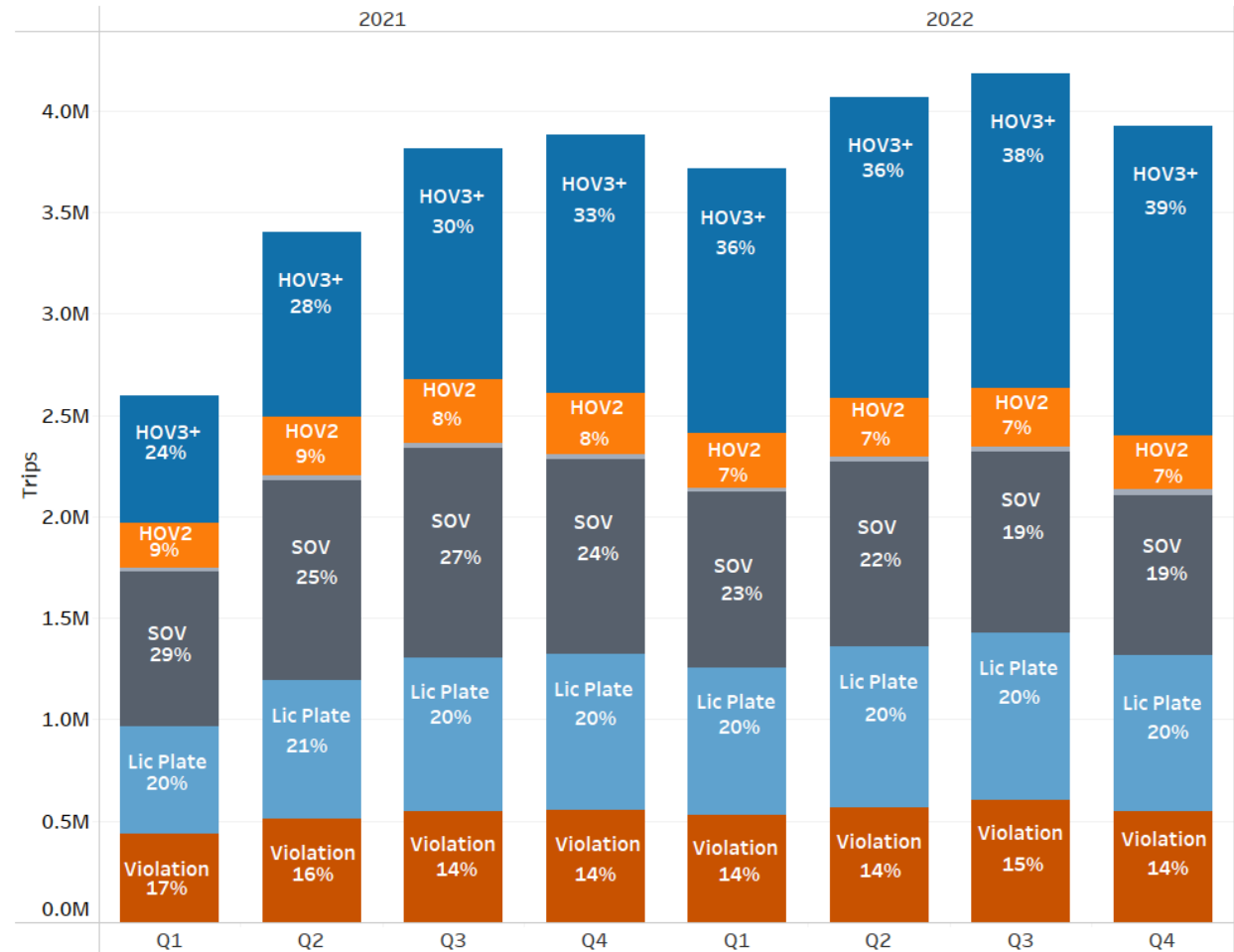
- Share up 1% from Q3 2022 and up 6% from Q4 2021

Tolled trips (full toll + half-toll) = 47%

- 39% full toll (SOV toll tag + license plate match)
- 8% half toll (HOV 2 + CAV (Clean Air Vehicle))
- Share same as Q3 2022 and down 6% from Q4 2021

Violation trips = 14%

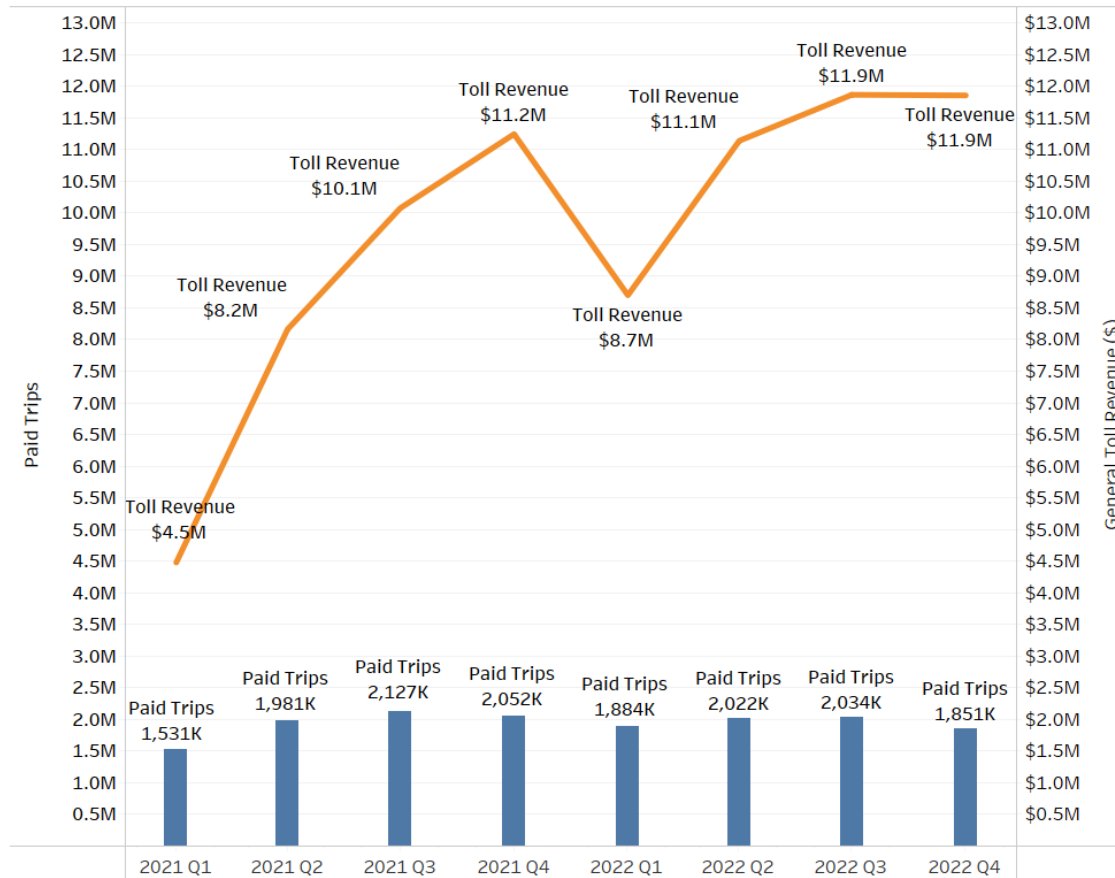
- No toll account
- Share down 1% from Q3 2022 and same as Q4 2021



* In each quarter, 1% of trips were made with Clean Air Vehicle Tags, represented by the thin grey segments in the above bar chart.

Toll Revenue* and Tolled Trips

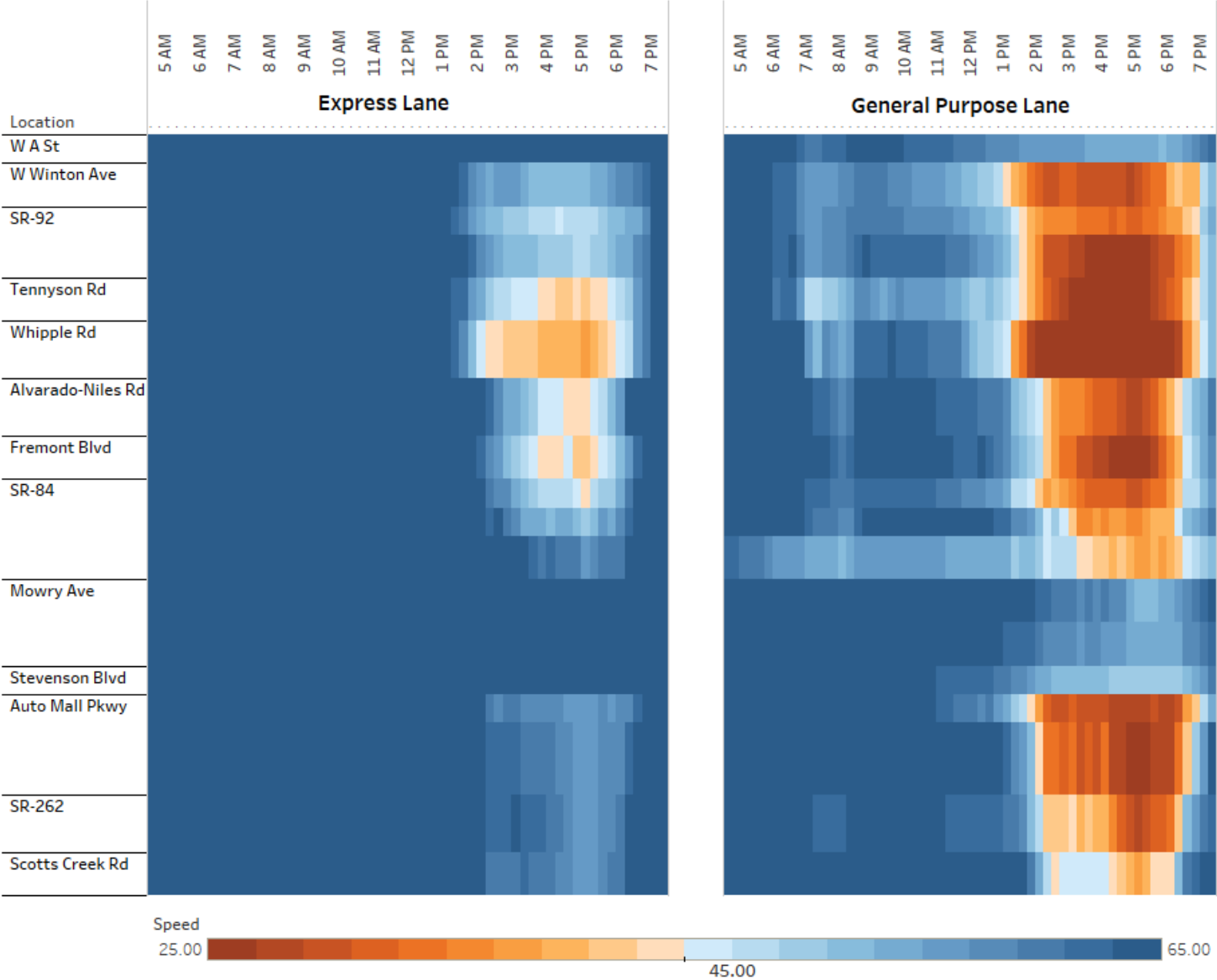
*Revenue from general tolls. Does not include revenue from violation fines.



Q4 2022 Change from Prior Quarter (Q3 2022)	Toll Revenue	Tolled Trips**	Average Toll Paid**
Year over Year (Q4 2021)	Down 1%	Down 9%	No change
	Up 5%	Down 9%	Up 12%

**Toll revenue is a function of tolled trips, toll overrides, trips paid in the quarter, and average toll paid. Average toll paid is a function of corridor lane volumes, speeds, and other factors.

Northbound Speed by Location and Time: Quarter Average



The Northbound Express Lanes were free flow throughout the morning. Speeds began slowing at 1 p.m. and briefly dropped to a low of 38 approaching Whipple Rd. around 5 p.m.

In contrast, general purpose lane speeds were below 35 mph for most of the corridor from 1 p.m. to 6 p.m. Traffic was slowest between 3 p.m. and 5 p.m. from Alvarado-Niles Rd. to SR-92 (Hayward Bridge exit) when speeds fell between 19 and 27 mph.

Northbound: Peak Traffic and Corridor-Length Speed

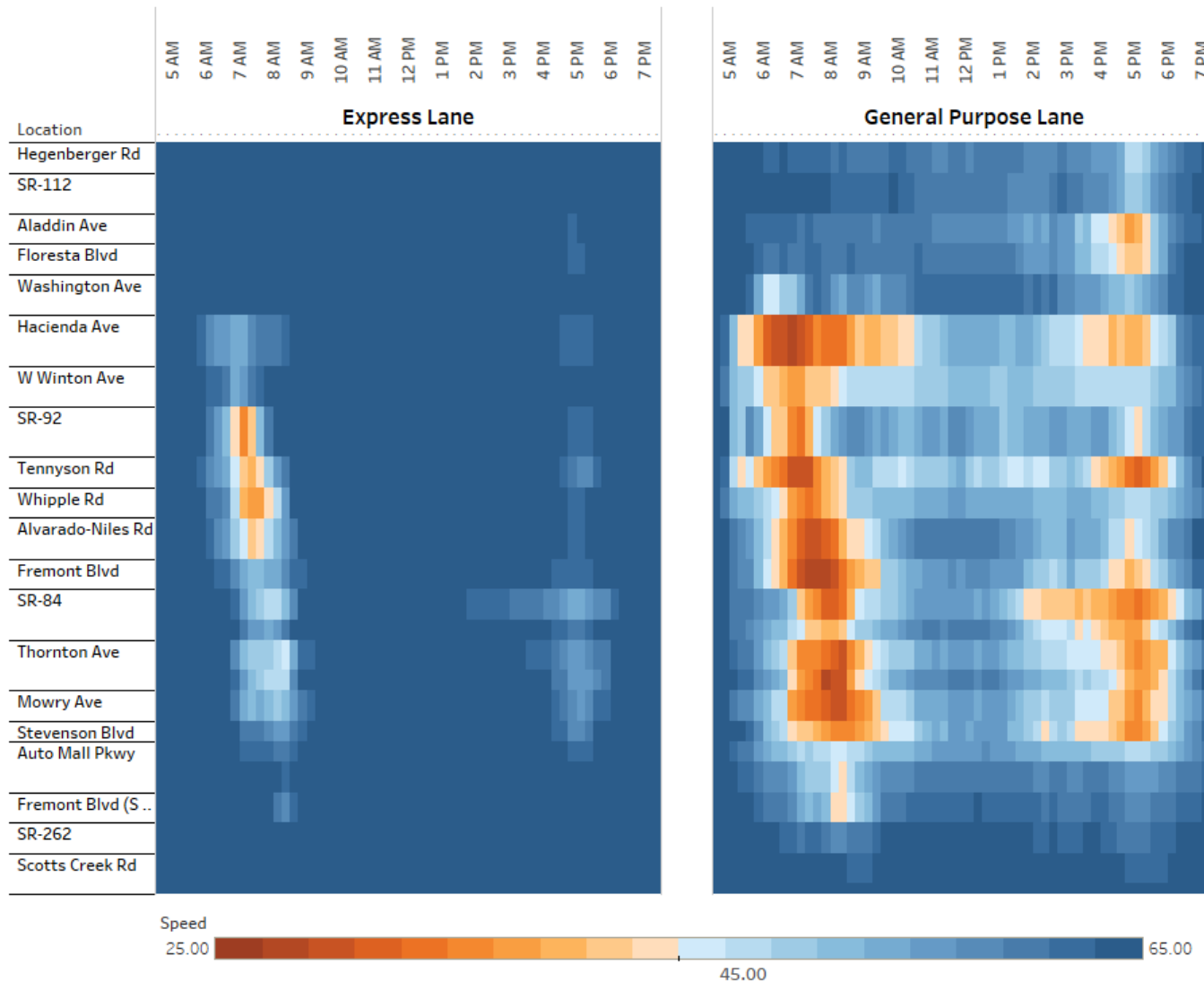
Peak Traffic

Time	3 p.m. - 4 p.m.
Location	Around Tennyson Rd.
Express Lane Speed	46 mph
GP Lane Speed	27 mph
Speed Differential	19 mph
Express Lane Volume	1,350 vehicles
GP Lane Volume	1,040 vehicles

Corridor Length Slowest Travel

Time	5 p.m. - 6 p.m.
Express Lane Speed	52 mph
GP Lane Speed	34 mph
Speed Differential	18 mph

Southbound Speed by Location and Time: Quarter Average



Southbound, the express lane was free flow after 9:00 a.m. Express lane traffic was slowest from SR-92 to Fremont Blvd. between 7a.m. and 8 a.m. Average speed briefly fell to a low of 36 mph.

In contrast, the southbound general purpose lanes average speed was less than 45 mph between 6 a.m. and 10 a.m. throughout much of the corridor. The average general purpose lane speed also intermittently fell below 45 mph after 2 p.m.

Southbound: Peak Traffic and Corridor-Length Speed

Peak Traffic

Time	7 a.m. – 8 a.m.
Location	Approaching Alvarado-Niles Rd.
Express Lane Speed	46 mph
GP Lane Speed	38 mph
Speed Differential	14 mph
Express Lane Volume	1,250 vehicles
GP Lane Volume	1,180 vehicles

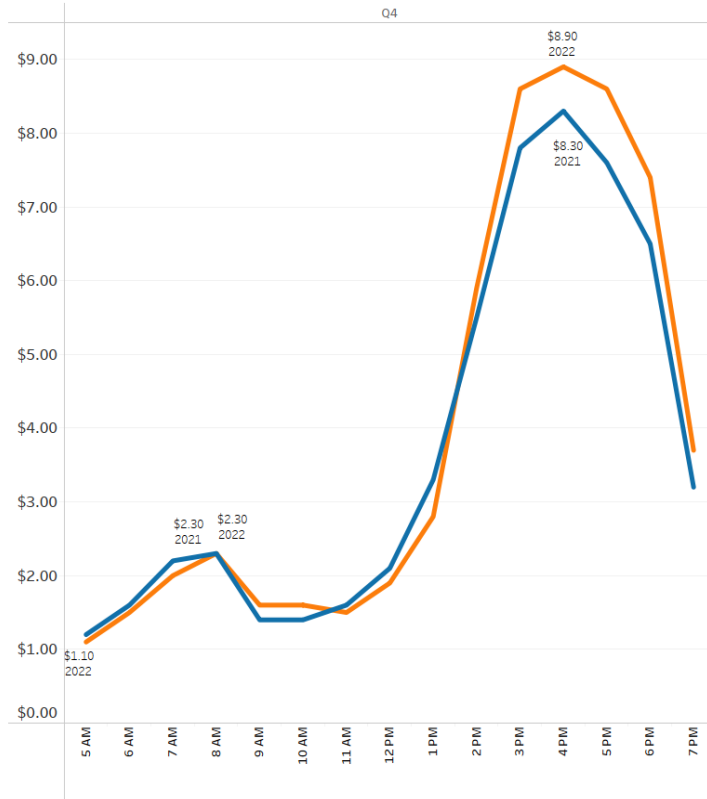
Corridor Length Slowest Travel

Time	7 a.m. – 9 a.m.
Express Lane Speed	58 mph
GP Lane Speed	45 mph
Speed Differential	13 mph

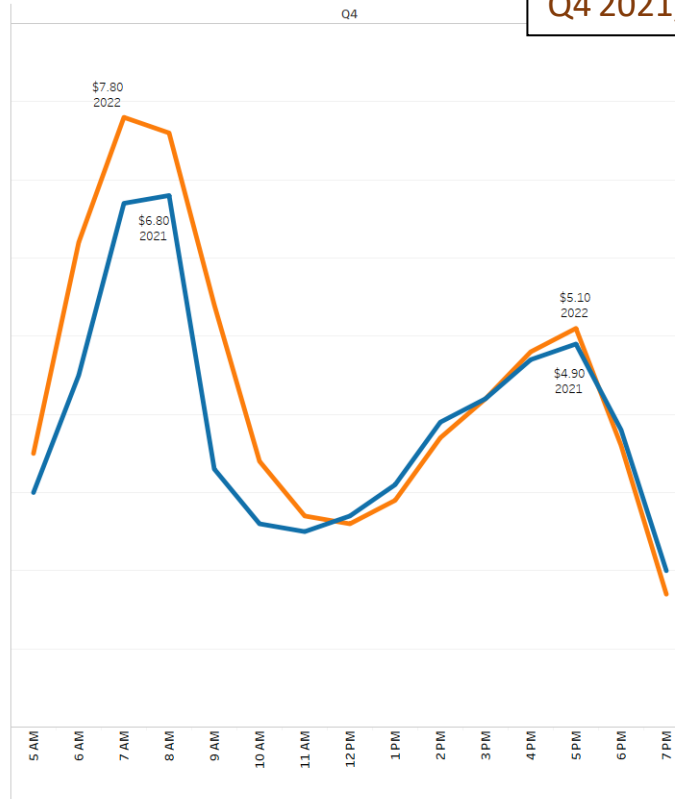
Quarterly Average Toll Paid by Time of Day

Q4 2022 AVERAGE TOLL PAID WAS \$4.70, COMPARED TO \$4.20 IN Q4 2021, 12% HIGHER

Northbound



Southbound

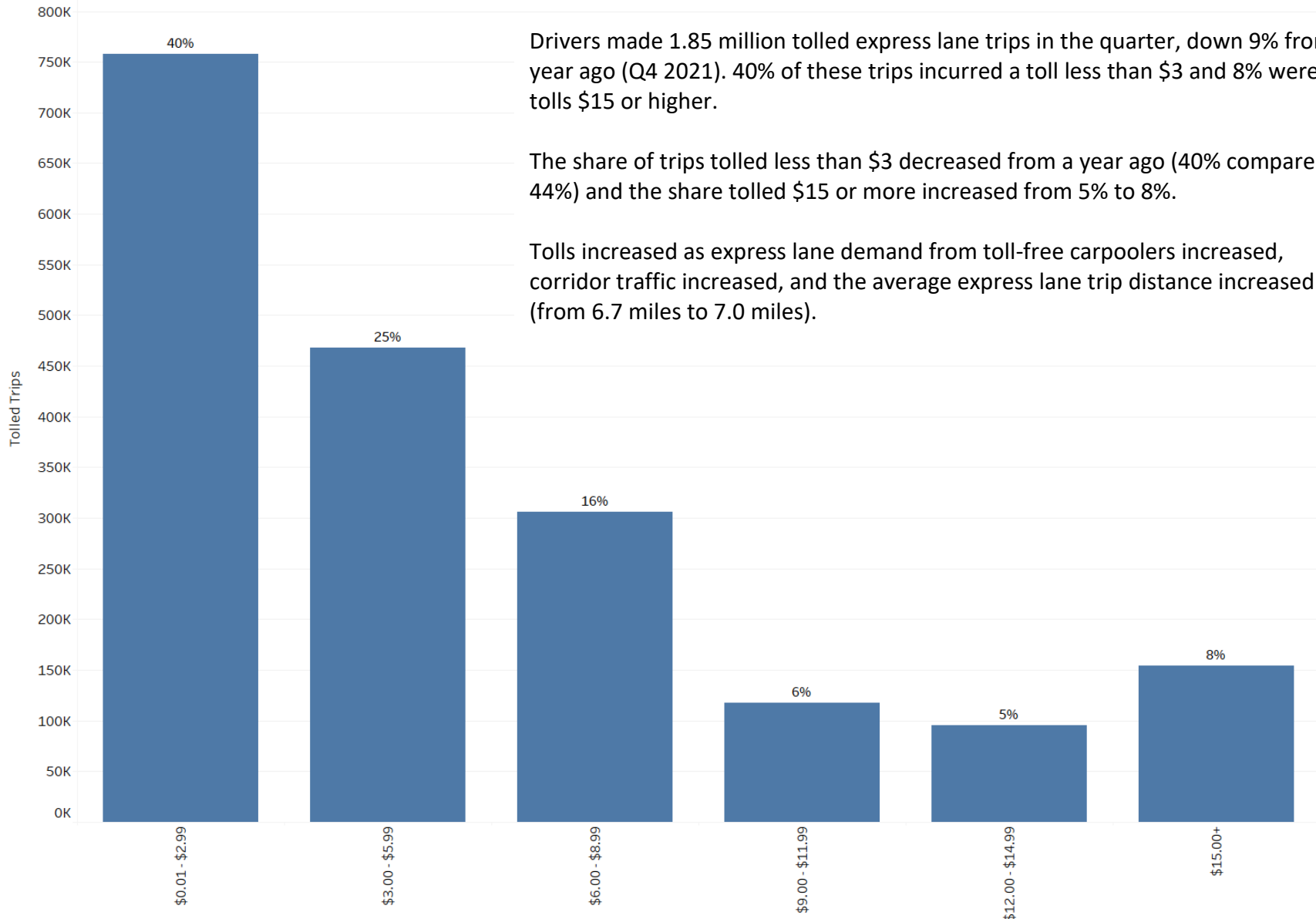


In Q4 2022 the northbound average toll paid peaked at \$8.90 between 4 p.m. and 5 p.m., \$0.60 more than a year ago.

The southbound average toll paid peaked at \$7.80 between 7 a.m. and 8 a.m., \$1.00 more than a year ago.

Tolls increased due to higher express lane demand, longer trip lengths, and increased traffic in the general purpose lanes.

Toll Distribution



Drivers made 1.85 million tolled express lane trips in the quarter, down 9% from a year ago (Q4 2021). 40% of these trips incurred a toll less than \$3 and 8% were for tolls \$15 or higher.

The share of trips tolled less than \$3 decreased from a year ago (40% compared to 44%) and the share tolled \$15 or more increased from 5% to 8%.

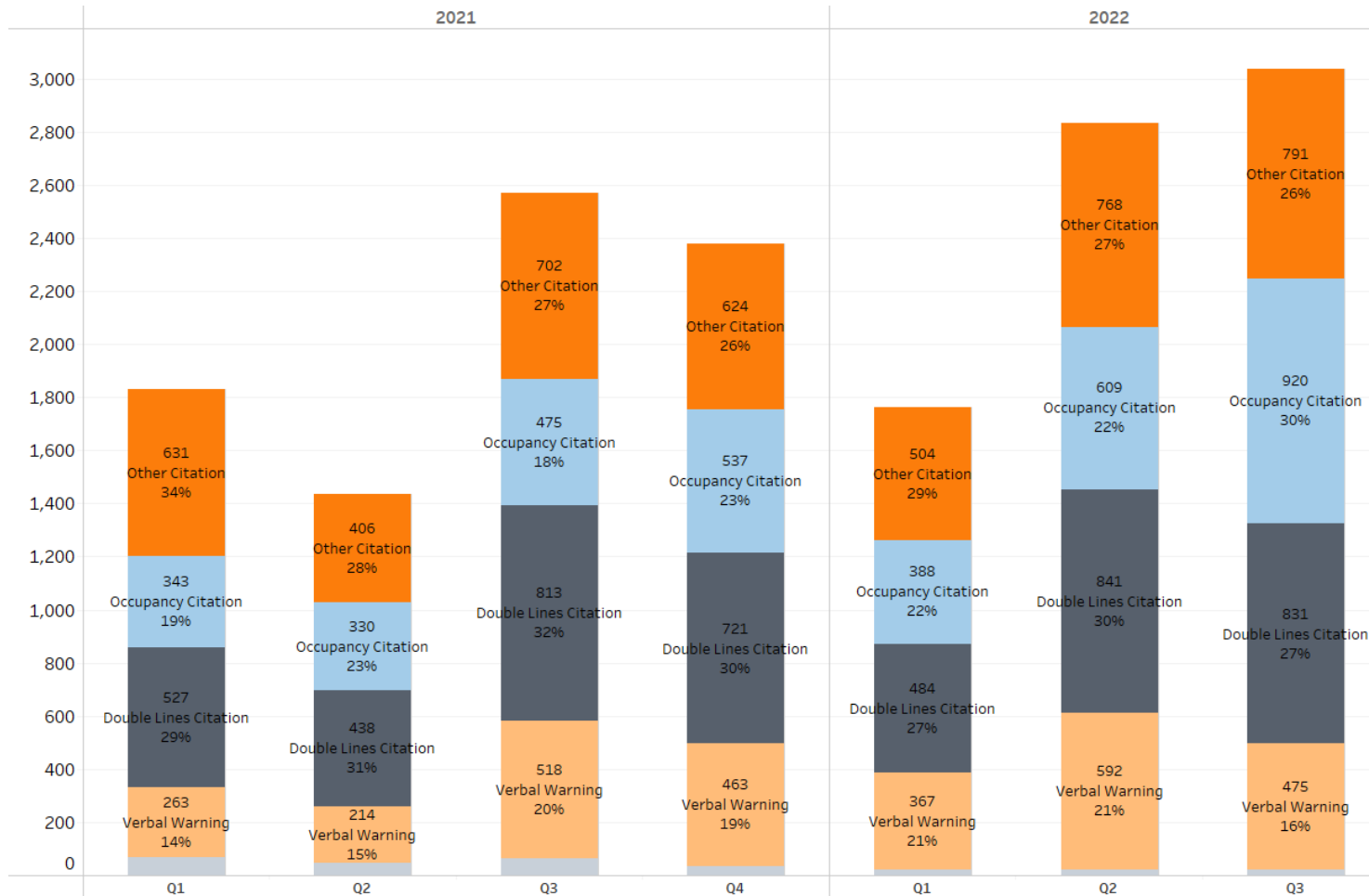
Tolls increased as express lane demand from toll-free carpoolers increased, corridor traffic increased, and the average express lane trip distance increased 4% (from 6.7 miles to 7.0 miles).

How Drivers Use the Lanes

In Q4 2022, about 700,000 unique vehicles made about 3.9 million express lane trips, as shown in the table below.

	A Trips in Quarter	B Unique Vehicles	C Trips Per Unique Vehicle	D Unique Vehicles – Made Only 1 Trip
Vehicles Carrying Toll Tags	2.6 million (66%)	350,000 (50%)	7.5	140,000 (40% of column B)
License plate – matched to a FasTrak account	770,000 (20%)	209,000 (30%)	3.7	115,000 (55% of column B)
License plate - not matched to a FasTrak account*	550,000 (14%)	140,000 (20%)	3.9	85,000 (61% of column B)
Total	3.9 million	700,000	5.6	340,000 (49% of column B)

CHP Enforcement



CHP spent almost 2,000 hours patrolling the I-880 express lanes, filling 80% of the hours requested by BAIFA. CHP patrolled 11% more hours and issued 14% more enforcement contacts than the prior quarter.

CHP made 3,475 enforcement contacts in Q4 2022 for an average cost to BAIFA of \$73. Of the contacts, 26% resulted in citations for crossing double white lines and another 26% in citations related to HOV occupancy.

Appendix A: Select Chart Data

Quarterly Express Lane Trips and Percentage Change

Quarter	Year	Express Lane Trips	% Change
Q1	2021	2,596,024	Blank
Q2	2021	3,285,527	27%
Q3	2021	3,788,542	15%
Q4	2021	3,854,570	2%
Q1	2022	3,662,880	-5%
Q2	2022	4,069,538	11%
Q3	2022	4,130,247	1%
Q4	2022	3,863,600	-6%

Express Lane Trips - Payment Type Share

	2021	2021	2021	2021	2022	2022	2022	2022
Blank	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Blank								
HOV3+	24%	28%	30%	33%	36%	36%	38%	39%
HOV2	9%	9%	8%	8%	7%	7%	7%	7%
CAV	1%	1%	1%	1%	1%	1%	1%	1%
SOV-Tag	29%	25%	27%	24%	22%	22%	19%	19%
LP Read	20%	21%	20%	20%	20%	20%	20%	20%
Violations	17%	16%	14%	14%	14%	14%	15%	14%

Toll Revenue and Tolled Trips

Year & Quarter	Revenue	Tolled Trips
2021 Q1	\$4,478,580	1,531,392
2021 Q2	\$8,161,491	1,980,669
2022 Q1	\$8,698,680	1,884,410
2021 Q3	\$10,072,689	2,127,366
2022 Q2	\$11,136,962	2,021,723
2021 Q4	\$11,242,810	2,051,890
2022 Q4	\$11,853,849	1,851,015
2022 Q3	\$11,863,764	2,034,482

Quarterly Average Toll Paid by Time of Day Northbound

Year Q4	5:00 AM	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM
2021	\$1.20	\$1.60	\$2.20	\$2.30	\$1.40	\$1.40	\$1.60	\$2.10	\$3.30	\$5.50	\$7.80	\$8.30	\$7.60	\$6.50	\$3.20
2022	\$1.10	\$1.50	\$2.00	\$2.30	\$1.60	\$1.60	\$1.50	\$1.90	\$2.80	\$5.90	\$8.60	\$8.90	\$8.60	\$7.40	\$3.70

Quarterly Average Toll Paid by Time of Day Southbound

Year Q4	5:00 AM	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM
2021	\$3.00	\$4.50	\$6.70	\$6.80	\$3.30	\$2.60	\$2.50	\$2.70	\$3.10	\$3.90	\$4.20	\$4.70	\$4.90	\$3.80	\$2.00
2022	\$3.50	\$6.20	\$7.80	\$7.60	\$5.40	\$3.40	\$2.70	\$2.60	\$2.90	\$3.70	\$4.20	\$4.80	\$5.10	\$3.60	\$1.70

Toll Distribution

Toll	\$0.01 - \$2.99	\$3.00 - \$5.99	\$6.00 - \$8.99	\$9.00 - \$11.99	\$12.00 - \$14.99	\$15.00+
% Tolled Trips	40%	25%	16%	6%	5%	8%

CHP Enforcement

Year	Quarter	Enforcement Type	Quarterly Share	Count
2021	Q1	Double Lines Citation	29%	527
2021	Q1	Occupancy Citation	19%	343
2021	Q1	Other	4%	68
2021	Q1	Other Citation	34%	631
2021	Q1	Verbal Warning	14%	263
2021	Q2	Double Lines Citation	31%	438
2021	Q2	Occupancy Citation	23%	330
2021	Q2	Other	3%	46
2021	Q2	Other Citation	28%	406
2021	Q2	Verbal Warning	15%	214
2021	Q3	Double Lines Citation	32%	813
2021	Q3	Occupancy Citation	18%	475
2021	Q3	Other	2%	62
2021	Q3	Other Citation	27%	702
2021	Q3	Verbal Warning	20%	518
2021	Q4	Double Lines Citation	30%	721
2021	Q4	Occupancy Citation	23%	537
2021	Q4	Other	1%	32
2021	Q4	Other Citation	26%	624
2021	Q4	Verbal Warning	19%	463
2022	Q1	Double Lines Citation	27%	484
2022	Q1	Occupancy Citation	22%	388
2022	Q1	Other	1%	21
2022	Q1	Other Citation	29%	504
2022	Q1	Verbal Warning	21%	367
2022	Q2	Double Lines Citation	30%	841
2022	Q2	Occupancy Citation	22%	609

2022	Q2	Other	1%	21
2022	Q2	Other Citation	27%	768
2022	Q2	Verbal Warning	21%	592
2022	Q3	Double Lines Citation	27%	831
2022	Q3	Occupancy Citation	30%	920
2022	Q3	Other	1%	20
2022	Q3	Other Citation	26%	791
2022	Q3	Verbal Warning	16%	475

For more information, visit expresslanes.511.org or [MTC's express lanes page](#).

