

I-680 Contra Costa Express Lanes Performance Report

1st Quarter 2023: January - March

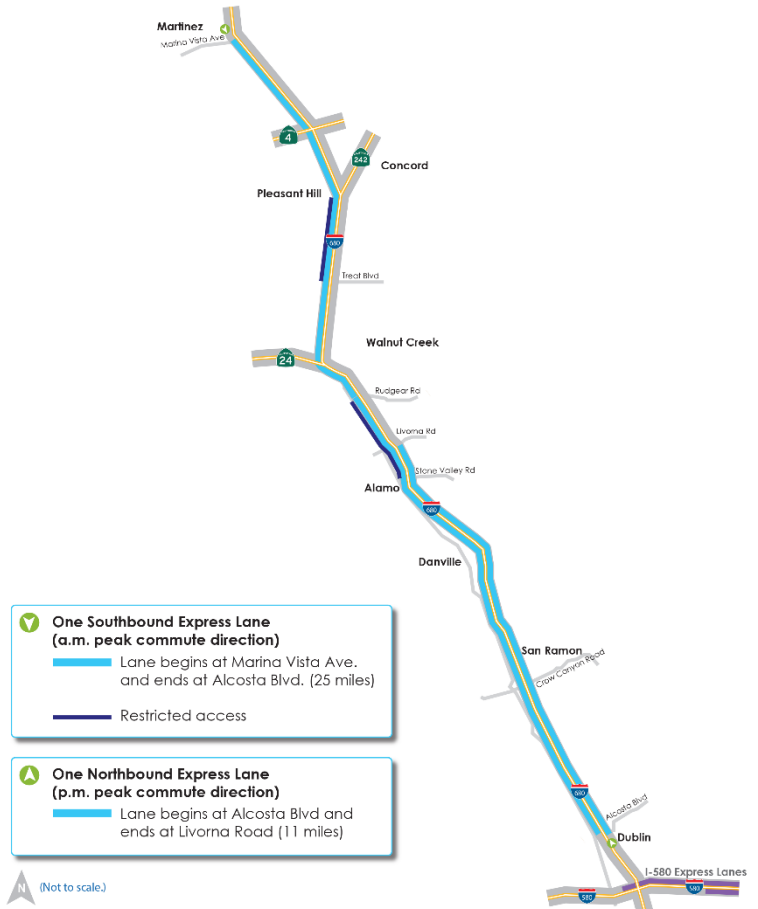


Bay Area Infrastructure Financing Authority
Submitted September 2023

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.



The infographic is divided into two main sections: 'Carpools' and 'All Drivers'. It shows various FasTrak tags and their corresponding toll rates.

Vehicle Type	FasTrak Flex Tag	Toll Rate
Carpool (2+)	FasTrak Flex (set to 2+)	FREE
Motorcycle	FasTrak Flex (set to 3+)	FREE
Standard Driver	FasTrak Flex (set to 1)	HALF TOLL
Clean Air Vehicle (CAV)	FasTrak CAV	HALF TOLL
Standard Driver	FasTrak Flex (set to 1)	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.

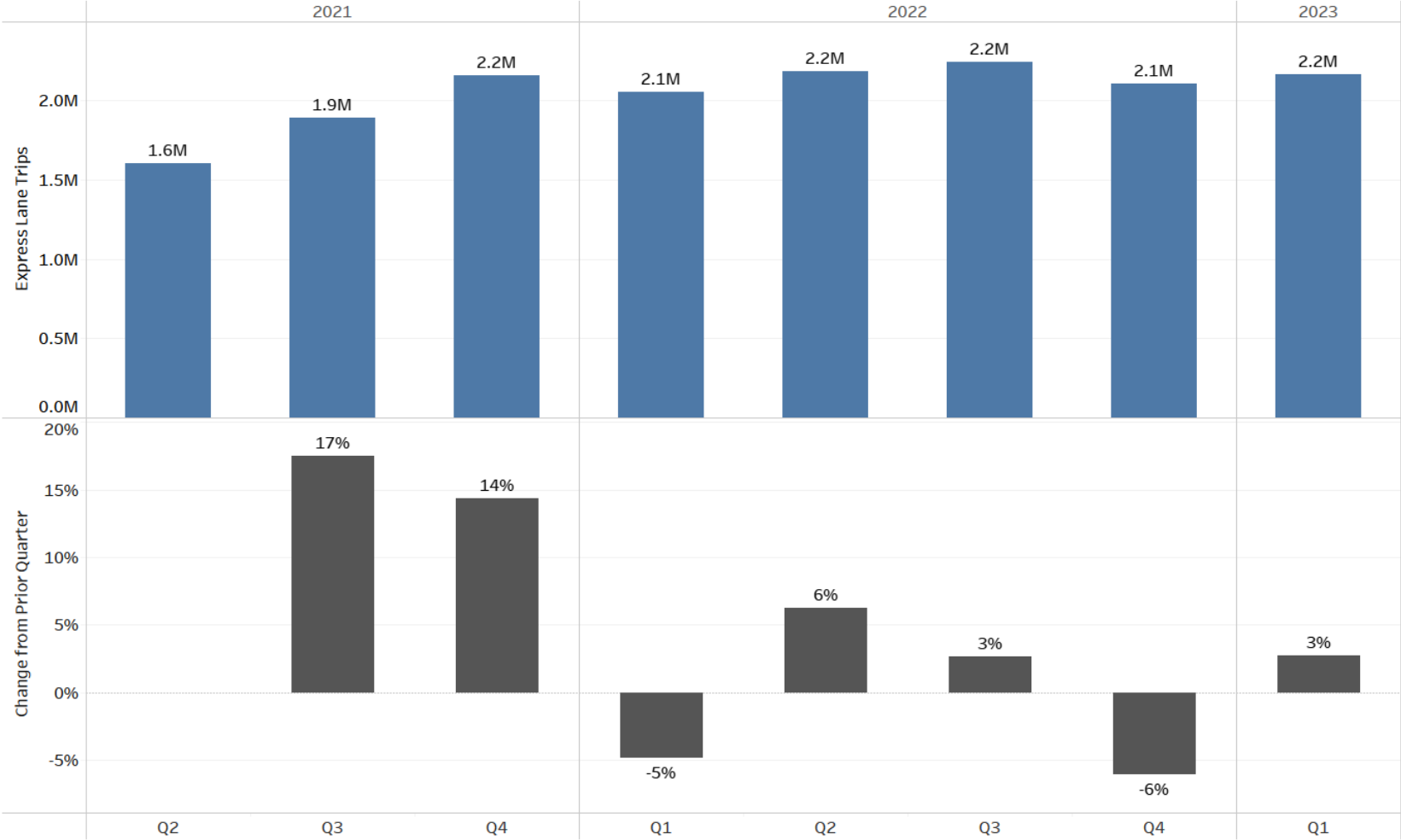
I-680 Contra Costa Express Lanes – Q1 2023 Performance Highlights

- 2.2 million express lane trips were made in Q1 2023. The Average Daily Trip count (ADT) was unchanged from the prior quarter (Q4 2022), but more tolling days in Q1 2023 led to a 3% increase in total trips. ADT and total trips were each up 5% from a year ago (Q1 2022).
- The share of toll-free HOV 2+ trips was 40%, up 1% from Q4 2022 and up 2% from Q1 2022. This share has ranged between 30% and 45% per quarter over the history of the lanes.
- 11% of express lane trips were violations – unpaid trips made without a FasTrak account – down 2% from Q4 2022.
- Q1 2023 toll revenue fell 7% from Q4 2022. Although tolled trips increased 4%, the average toll paid decreased 8%. Q1 2023 toll revenue increased 17% from Q1 2022 as tolled trips increased 5% and the average toll paid increased 10%.
- Corridor-length northbound travel was slowest between 3:00 p.m. and 5:00 p.m. when express lane speed averaged 65 mph (11 mph faster than the general purpose lanes). The northbound average toll paid peaked at \$5.00 around 4 p.m. Corridor-length southbound travel was slowest between 7:00 a.m. and 9:00 a.m. when express lane speed averaged 69 mph (13 mph faster than the general purpose lanes) and the average toll paid peaked at \$5.10.
- 49% of express lane drivers carried toll tags in their vehicles. Drivers with a toll tag made an average of 5.3 I-680 express lane trips in the quarter. Drivers without FasTrak tags, but with FasTrak accounts (36% of all express lane drivers) made an average of 3.2 trips in the quarter. Drivers without FasTrak accounts (14% of drivers) (violators) averaged 2.1 trips per driver in the quarter.
- CHP made 1,125 enforcement contacts, of which 22% 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.

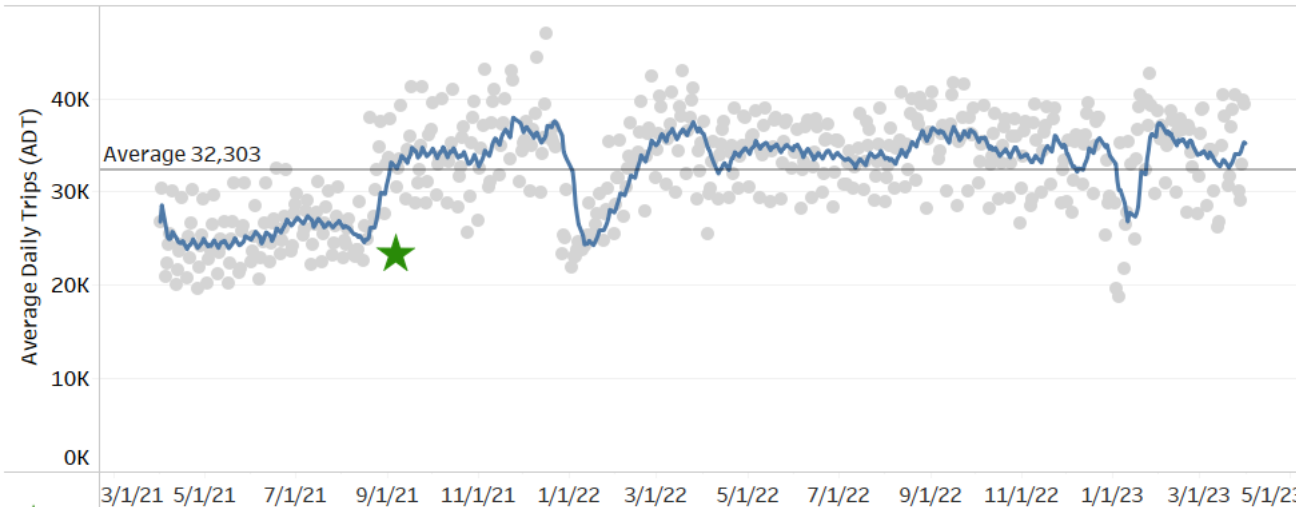
Express Lane Trips

2.2 million express lane trips were made in Q1 2023. Trips were up 3% from the prior quarter (Q4 2022) and up 5% from Q1 2022.



Average Daily Express Lane Trips

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



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

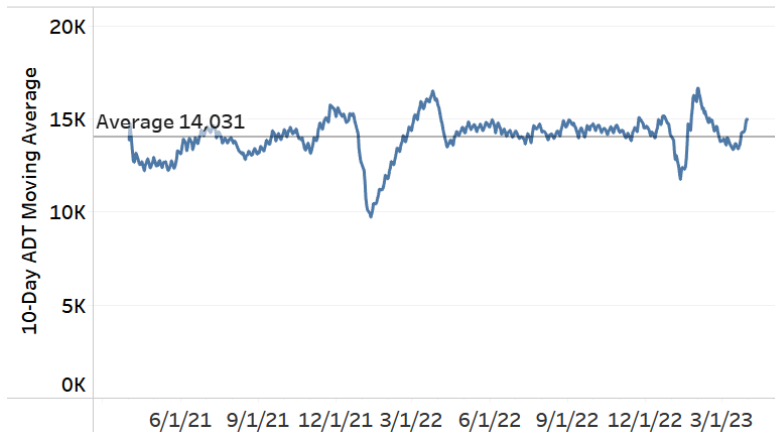
Over the last two years daily trips averaged ~32,300.

Q1 2023 ADT (Average Daily Trip count) was about 33,800, nearly unchanged from the prior quarter and a 5% increase from Q1 2022.

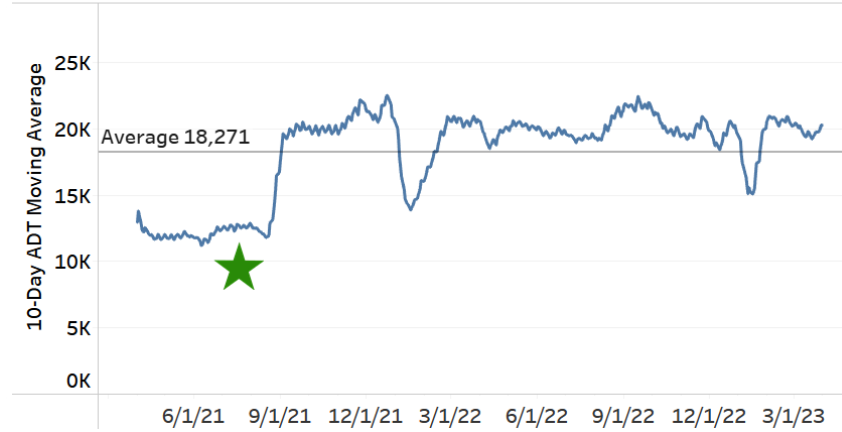
Quarterly ADT has been steady over the last four quarters, ranging from 33,800 to 35,000.

Q3 2023 ADT was about 14,400 northbound and 19,400 southbound.

Northbound (10-day Moving Average)



Southbound (10-day Moving Average)



Trip Type

Toll-free trips (HOV 2+) = 40%

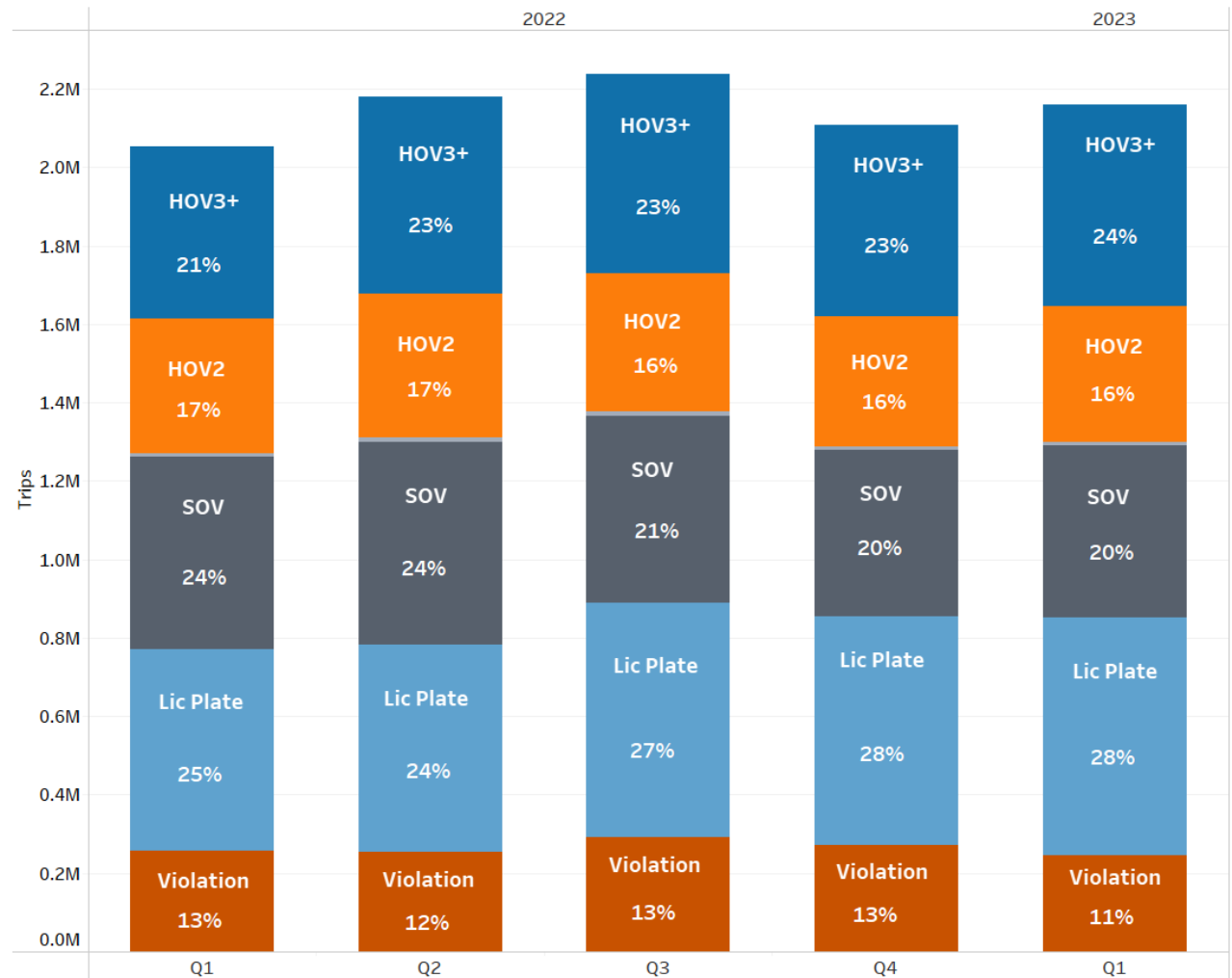
- 1% more than Q4 2022
- Up 2% from Q1 2022 and up 3% from Q1 2021

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 Q4 2022
- Down 1% from Q1 2022

Violation trips = 11%

- No toll account
- Down 2% down from Q4 2022 and Q1 2022
- Same as Q1 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

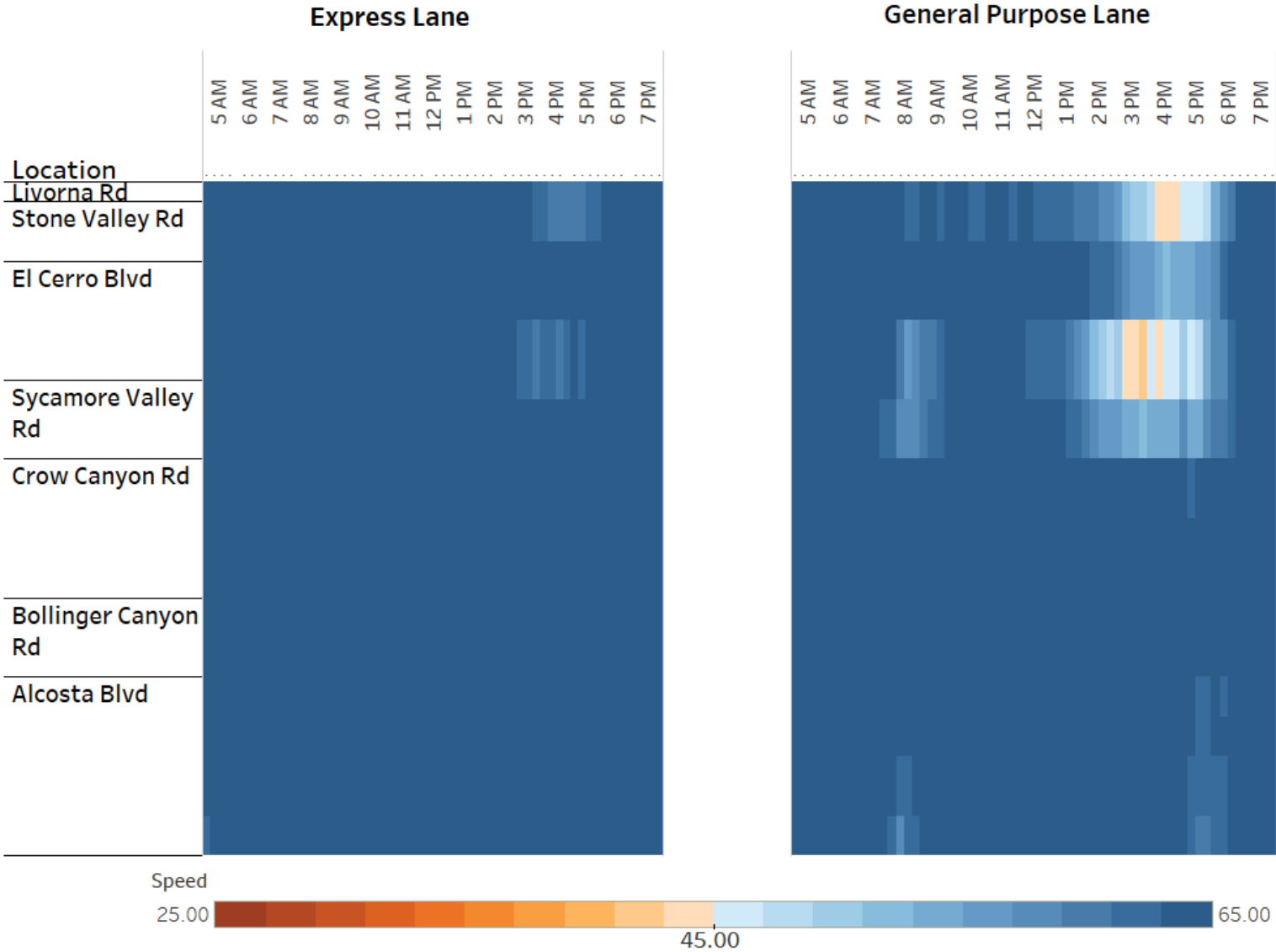
*Revenue from general tolls. Does not include revenue from violation penalties.



Q1 2023 Change	Toll Revenue	Tolled Trips**	Average Toll Paid**
from Prior Quarter (Q4 2022)	Down 7%	Up 4%	Down 8%
Year over Year (Q1 2022)	Up 17%	Up 5%	Up 10%

**Toll revenue depends on tolled trips, paid trips and toll amount. 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 speed averaged 68 mph or faster. The general purpose lane speed averaged 58 mph or faster.

Northbound general purpose lane average speed slowed between 3:15 p.m. and 5:30 p.m. Speed briefly fell as low as 42 mph approaching El Cerro Boulevard. around 3:45 p.m.

Northbound: Peak Traffic and Corridor-Length Speed

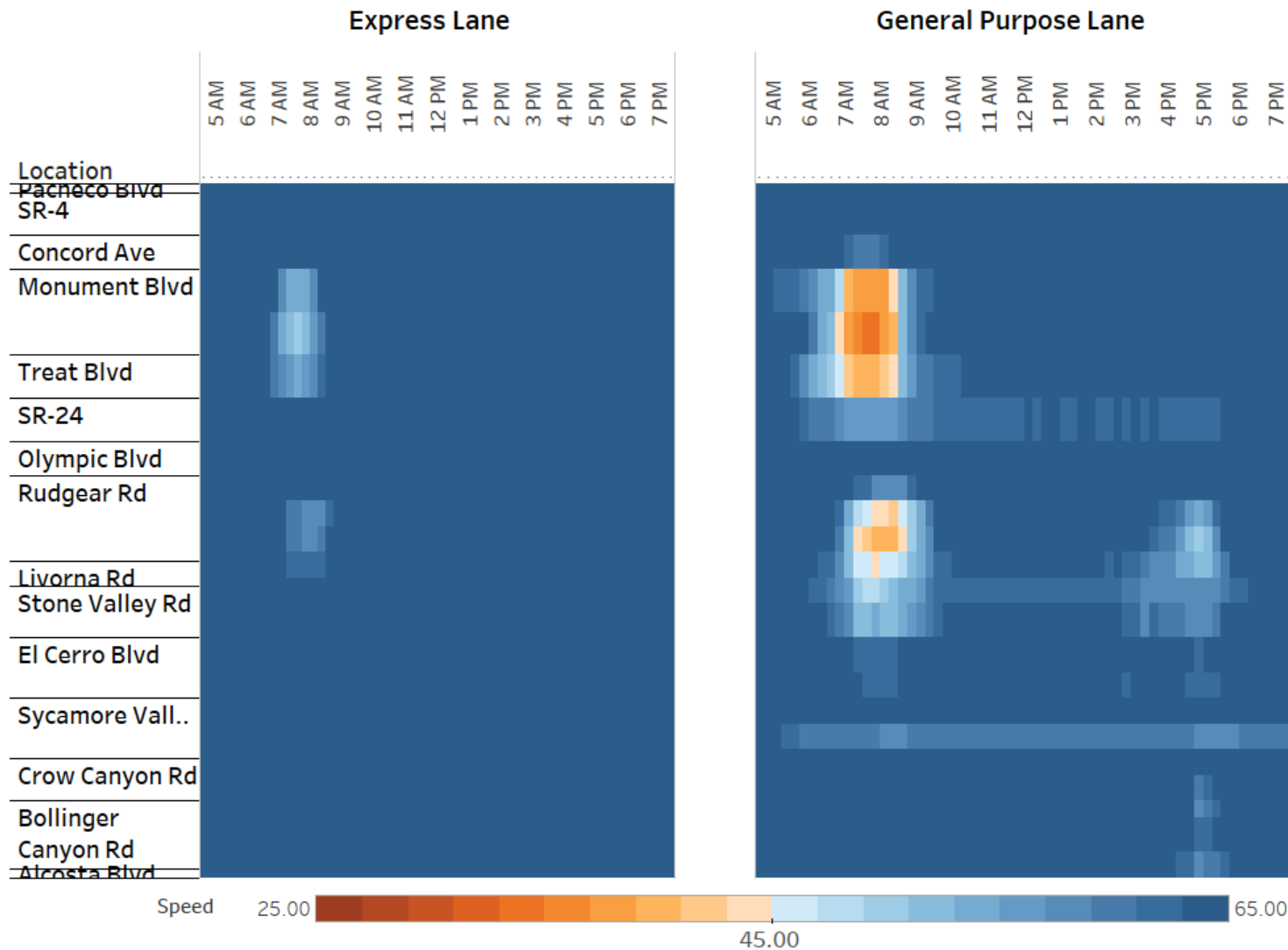
Peak Traffic

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 speed averaged 69 mph or faster. The general purpose lane speed averaged 59 mph or faster.

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

Southbound: Peak Traffic and Corridor-Length Speed

Peak Traffic

Time	7 a.m. - 9 a.m.
Location	Approaching Treat 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

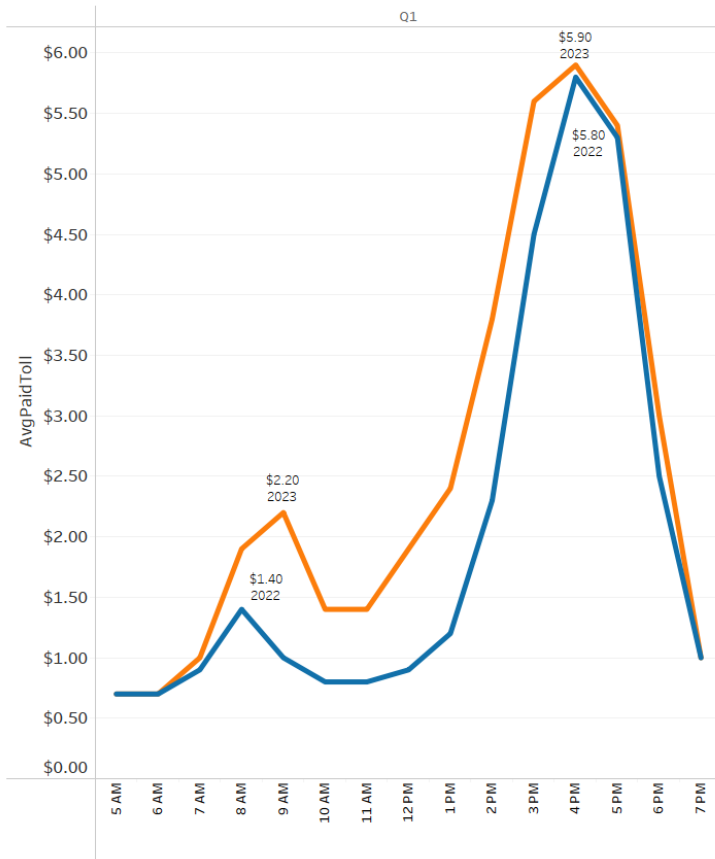
Corridor Length Slowest Travel

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

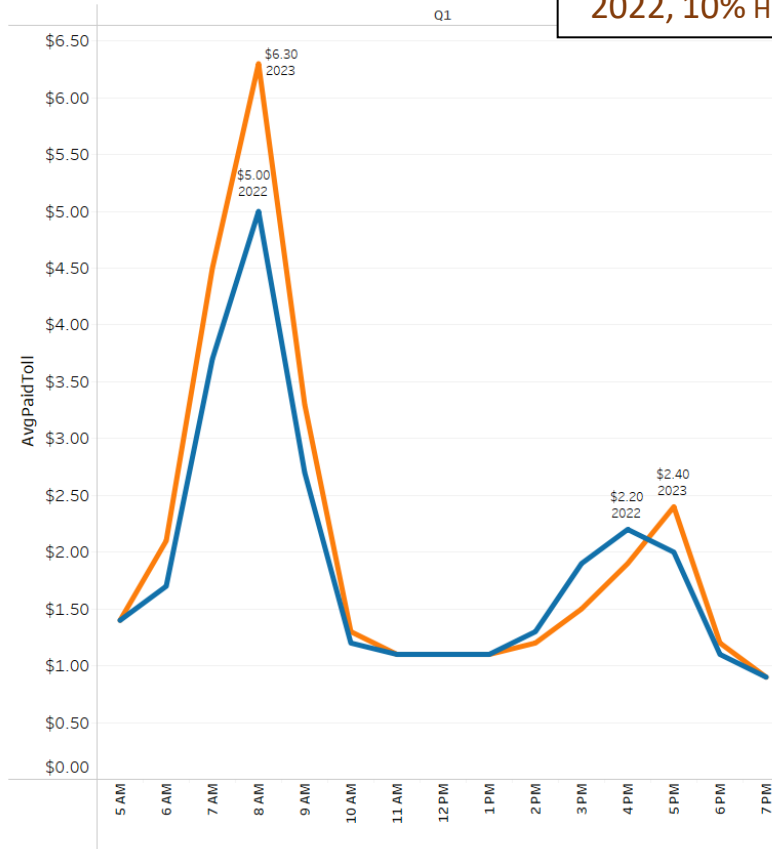
Quarterly Average Toll Paid by Time of Day

Q1 2023 AVERAGE TOLL PAID WAS \$2.75, COMPARED TO \$2.50 IN Q1 2022, 10% HIGHER.

Northbound



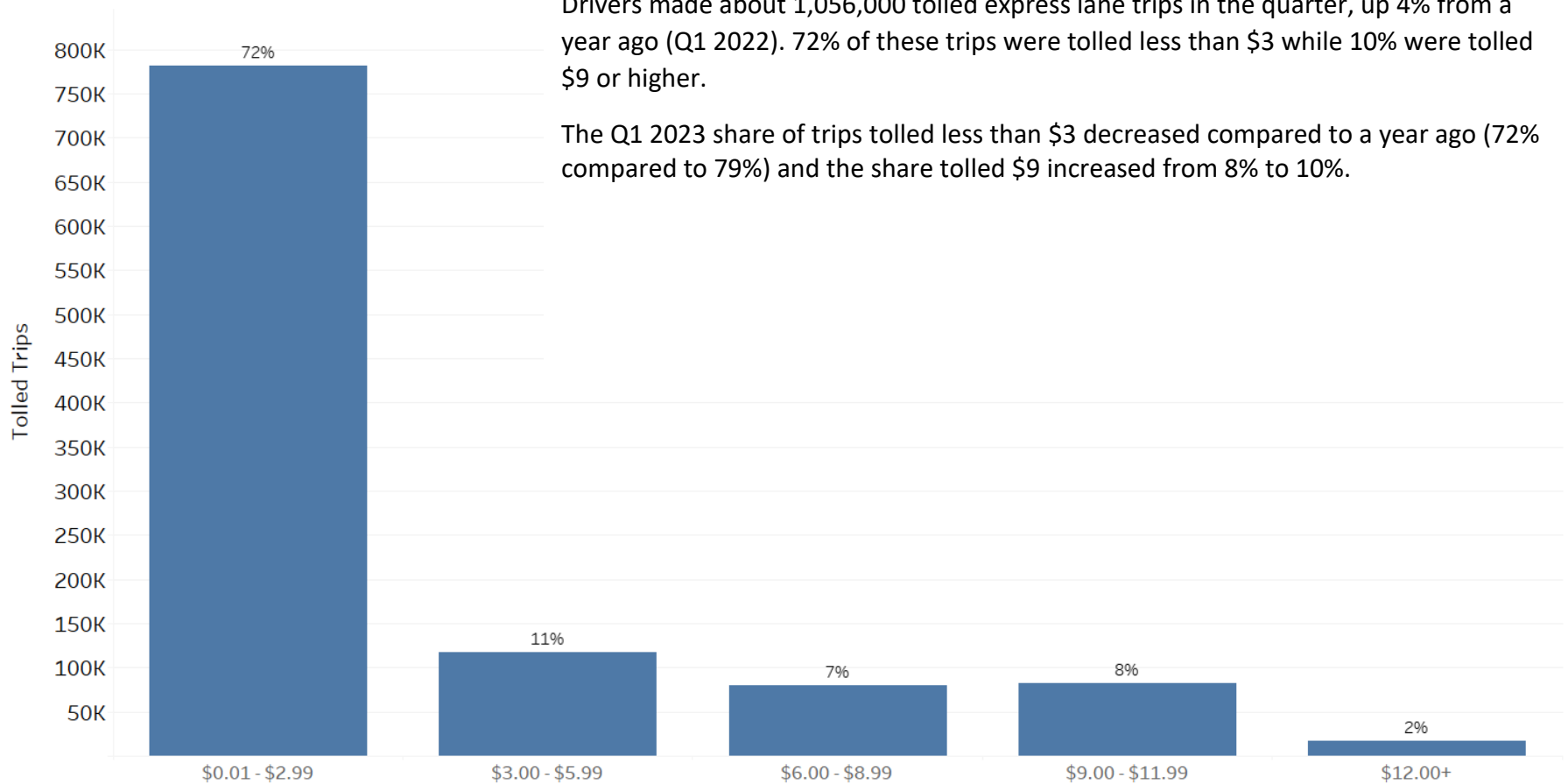
Southbound



In Q1 2023 the northbound average toll paid peaked at \$5.90 around 4 p.m., \$0.10 more than a year ago. In the morning, it peaked at \$2.20, \$0.80 more than a year ago.

The southbound average toll paid peaked at \$6.30 between 7 a.m. and 9 a.m., \$1.30 more than a year ago. Afternoon tolls peaked \$0.20 more than a year ago.

Toll Distribution



Drivers made about 1,056,000 tolled express lane trips in the quarter, up 4% from a year ago (Q1 2022). 72% of these trips were tolled less than \$3 while 10% were tolled \$9 or higher.

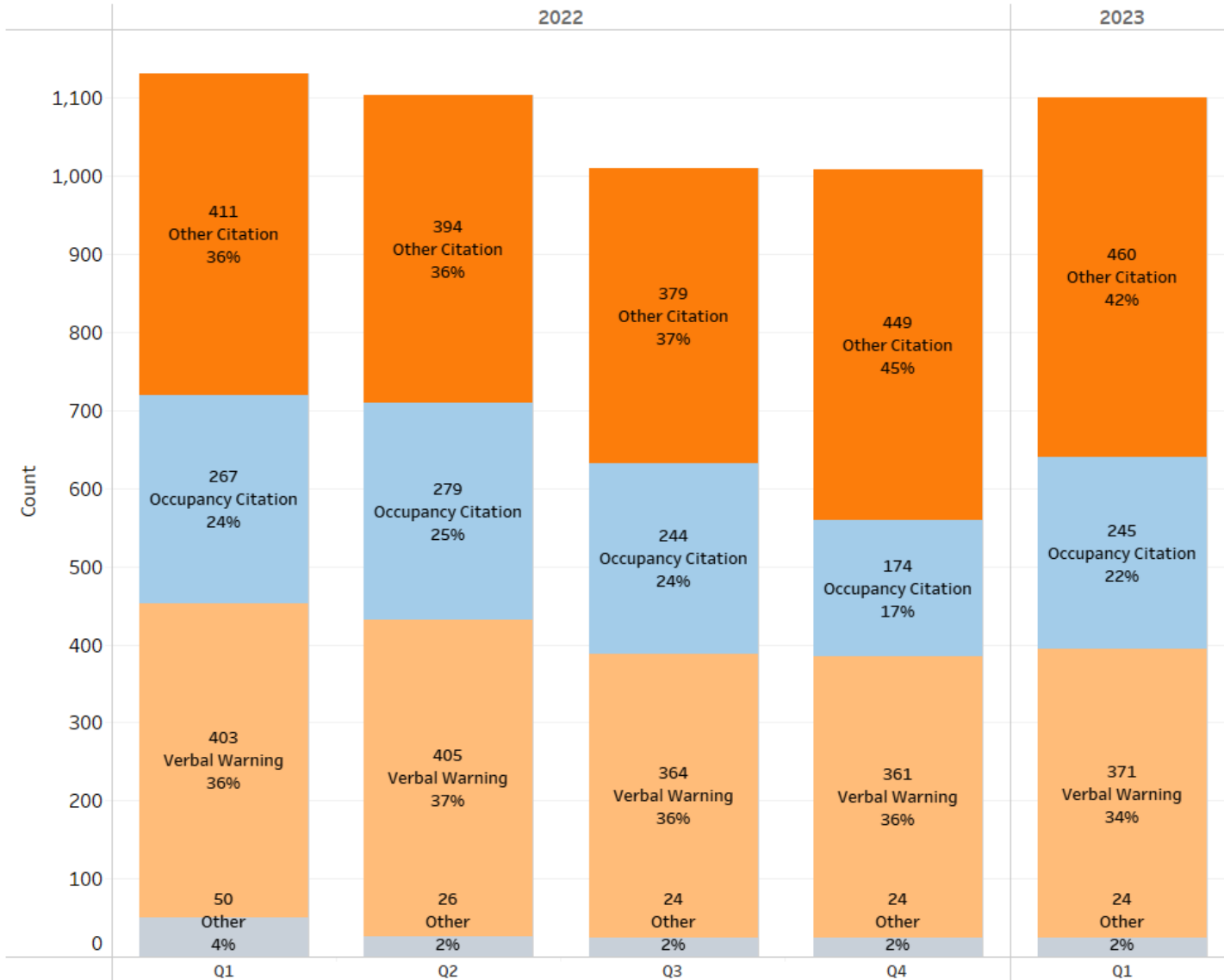
The Q1 2023 share of trips tolled less than \$3 decreased compared to a year ago (72% compared to 79%) and the share tolled \$9 increased from 8% to 10%.

How Drivers Use the Lanes

In Q1 2023, about 260,000 unique vehicles made over 2.2 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	1.39 million (64%)	260,000 (49%)	5.3	86,000 (33% of column B)
License plate – matched to a FasTrak account	618,000 (29%)	191,000 (36%)	3.2	73,000 (38% of column B)
License plate - not matched to a FasTrak account	158,000 (7%)	76,000 (14%)	2.1	43,000 (57% of column B)
Total	2.16 million	527,000	4.1	202,000 (38% of column B)

CHP Enforcement



CHP provided 896 enforcement hours in the quarter, filling 93% of requested hours. CHP made 1,125 enforcement contacts, 22% of which were related to carpool occupancy violations. The average cost to BAIFA per enforcement contact was \$106.

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 Barbara Laurenson	-5%
Q2	2022	2,184,416	6%
Q3	2022	2,242,421	3%
Q4	2022	2,106,882	-6%
Q1	2023	2,164,166	3%

Express Lane Trips - Payment Type Share

	2021	2021	2021	2021	2022	2022	2022	2022	2023
Blank	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1
Blank	19%	20%	20%	20%	21%	23%	23%	23%	24%
HOV3+	18%	18%	17%	17%	17%	17%	16%	16%	16%
HOV2	0%	0%	0%	0%	0%	0%	0%	0%	1%
CAV	26%	25%	26%	25%	24%	24%	21%	20%	20%
SOV-Tag	26%	26%	25%	26%	25%	24%	27%	28%	28%
LP Read	11%	11%	12%	12%	13%	12%	13%	13%	11%
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
2023 Q1	\$2,898,120	1,055,664

Quarterly Average Toll Paid by Time of Day Northbound

Year Q1	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM
2022	\$0.70	\$0.70	\$0.90	\$1.40	\$1.00	\$0.80	\$0.80	\$0.90	\$1.20	\$2.30	\$4.50	\$5.80	\$5.30	\$2.50	\$1.00
2023	\$0.70	\$0.70	\$1.00	\$1.90	\$2.20	\$1.40	\$1.40	\$1.90	\$2.40	\$3.80	\$5.60	\$5.90	\$5.40	\$3.00	\$1.00

Quarterly Average Toll Paid by Time of Day Southbound

Year Q1	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM
2022	\$1.40	\$1.70	\$3.70	\$5.00	\$2.70	\$1.20	\$1.10	\$1.10	\$1.10	\$1.30	\$1.90	\$2.20	\$2.00	\$1.10	\$0.90
2023	\$1.40	\$2.10	\$4.50	\$6.30	\$3.30	\$1.30	\$1.10	\$1.10	\$1.10	\$1.20	\$1.50	\$1.90	\$2.40	\$1.20	\$0.90

Toll Distribution

Toll	\$0.01 - \$2.99	\$3.00 - \$5.99	\$6.00 - \$8.99	\$9.00 - \$11.99	\$12.00+
% Tolled Trips	72%	11%	7%	8%	2%

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

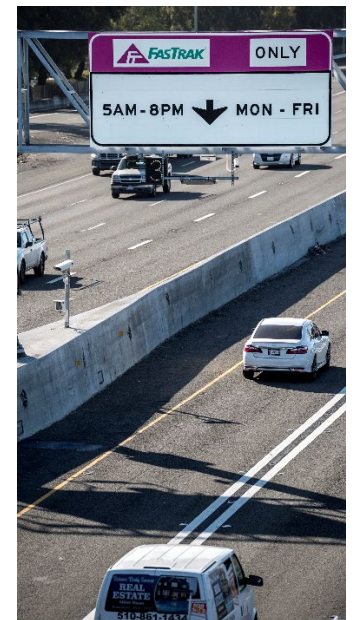
Year	Quarter	Enforcement Type	Quarterly Share	Count
2022	Q4	Other Citation	45%	449
2022	Q4	Occupancy Citation	17%	174
2022	Q4	Verbal Warning	36%	361
2022	Q4	Other	2%	24
2023	Q1	Other Citation	42%	
2023	Q1	Occupancy Citation	22%	
2023	Q1	Verbal Warning	34%	
2023	Q1	Other	2%	

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



I-880 Express Lanes Performance Report

1st Quarter 2023: January - March



Bay Area Infrastructure Financing Authority
Submitted September 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.	

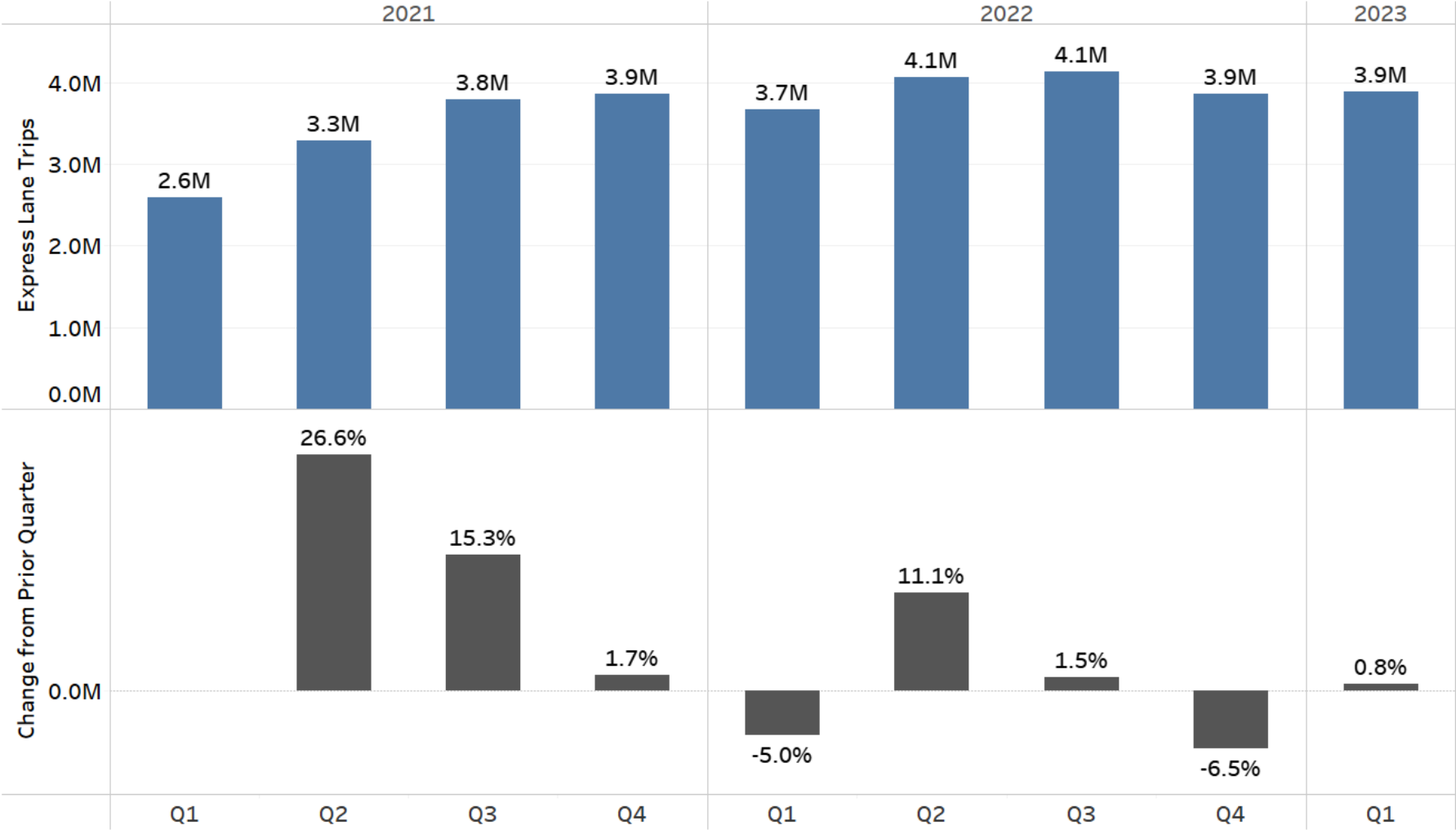
I-880 Express Lanes – Q1 2023 Performance Highlights

- 3.9 million express lane trips were made in Q1 2023. The Average Daily Trip count (ADT) of 61,000 was down 2% from the prior quarter (Q4 2022) and up 6% from a year ago (Q1 2022).
- The share of toll-free HOV 3+ trips was 40%, up 1% from Q4 2022 and up 4% from Q1 2022. The share of half-price HOV 2 trips was 7%, the same as last quarter (Q4 2022) and last year (Q1 2022).
- 13% 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 15% from the last quarter. Tolloed trips fell 1% and average toll paid fell 14% compared to the previous quarter. Quarterly toll revenue was up 16% from a year ago (Q1 2022). Tolloed trips fell 3%, but express lane demand was up 6% due to more free trips and the average toll assessed increased 20% compared to a year ago.
- 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 \$8.30.
- 54% of express lane drivers carried toll tags in their vehicles and made an average of 8.1 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 3.9 trips in the quarter. Drivers without FasTrak accounts (16% of drivers) (violators) averaged 2.9 trips per driver in the quarter.
- CHP spent 4% more hours patrolling the I-880 express lanes than in the prior quarter resulting in nearly 3,800 enforcement contacts. Of those, 27% resulted in citations for crossing double white lines and 31% 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.

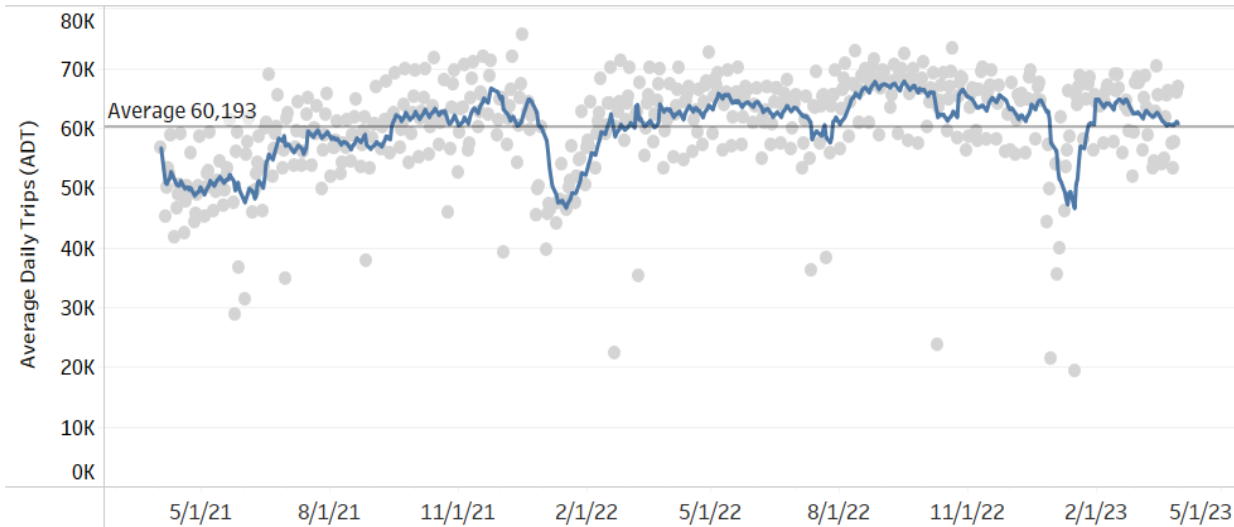
Express Lane Trips

3.9 million express lane trips were made in Q1 2023. Trips were up 0.8% from the prior quarter (Q4 2022) and up 6% from a year ago (Q1 2022).



Average Daily Express Lane Trips

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

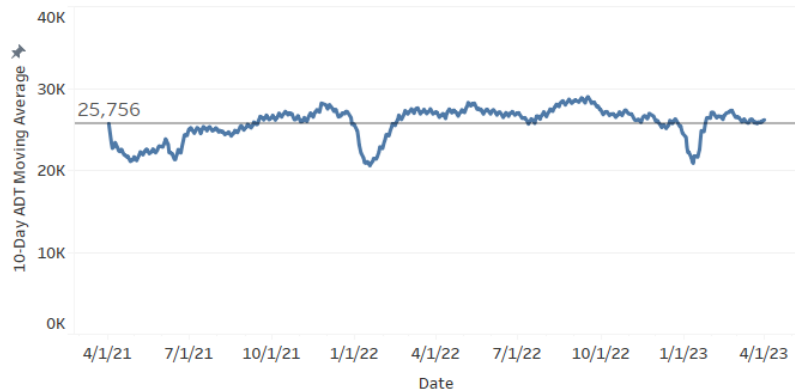


Over the last two years daily trips averaged ~60,000.

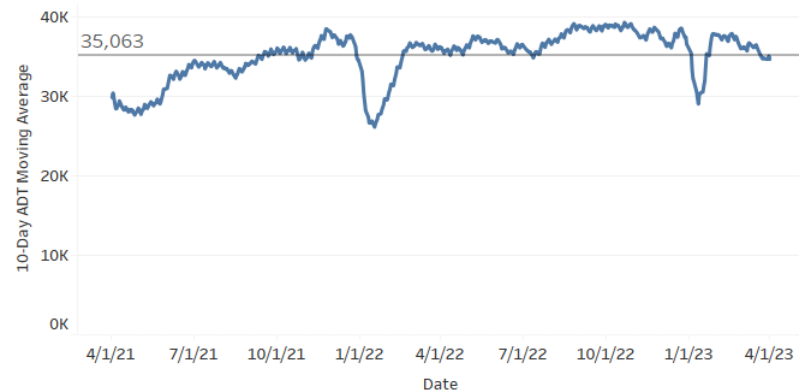
Q1 2023 ADT (Average Daily Trip) count was ~61,000 a 2% drop from Q4 2022 and a 6% increase from a year ago (Q1 2022). ADT fell from the last quarter even though total trips increased because there were more tolling days in Q1 2023 than Q4 2022.

Over the last two years ADT was about 27,800 northbound and 35,000 southbound (SB). Q1 2023 ADT was about 25,700 NB and 35,600 SB. The SB express lane is 25% longer than the NB lane.

Northbound (10-day Moving Average)



Southbound (10-day Moving Average)



Trip Type

Toll-free trips (HOV 3+) = 40%

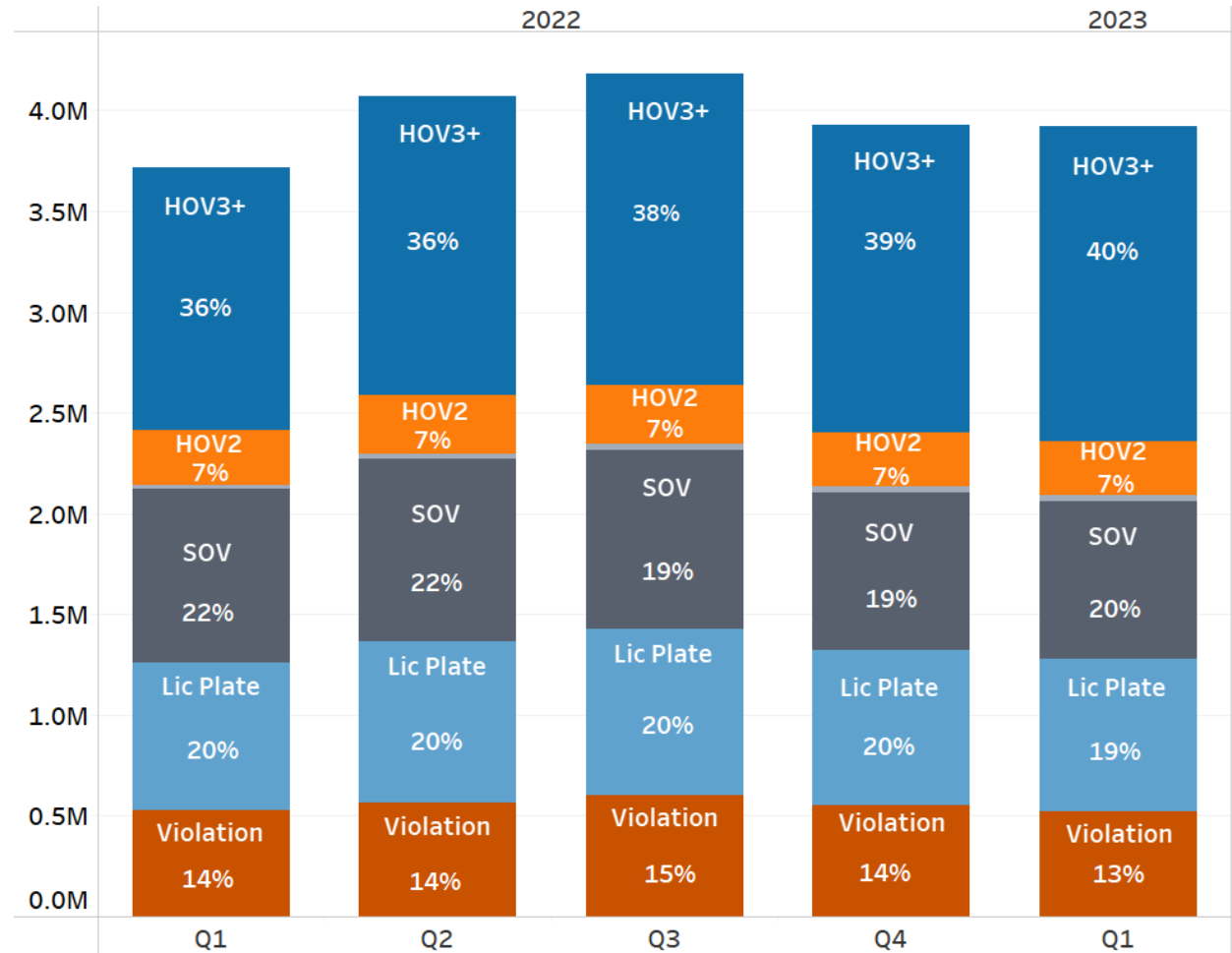
- Share up 1% from Q4 2022 and up 4% from Q4 2021

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))
- HOV 2 share same as Q4 2022 and Q1 2022

Violation trips = 13%

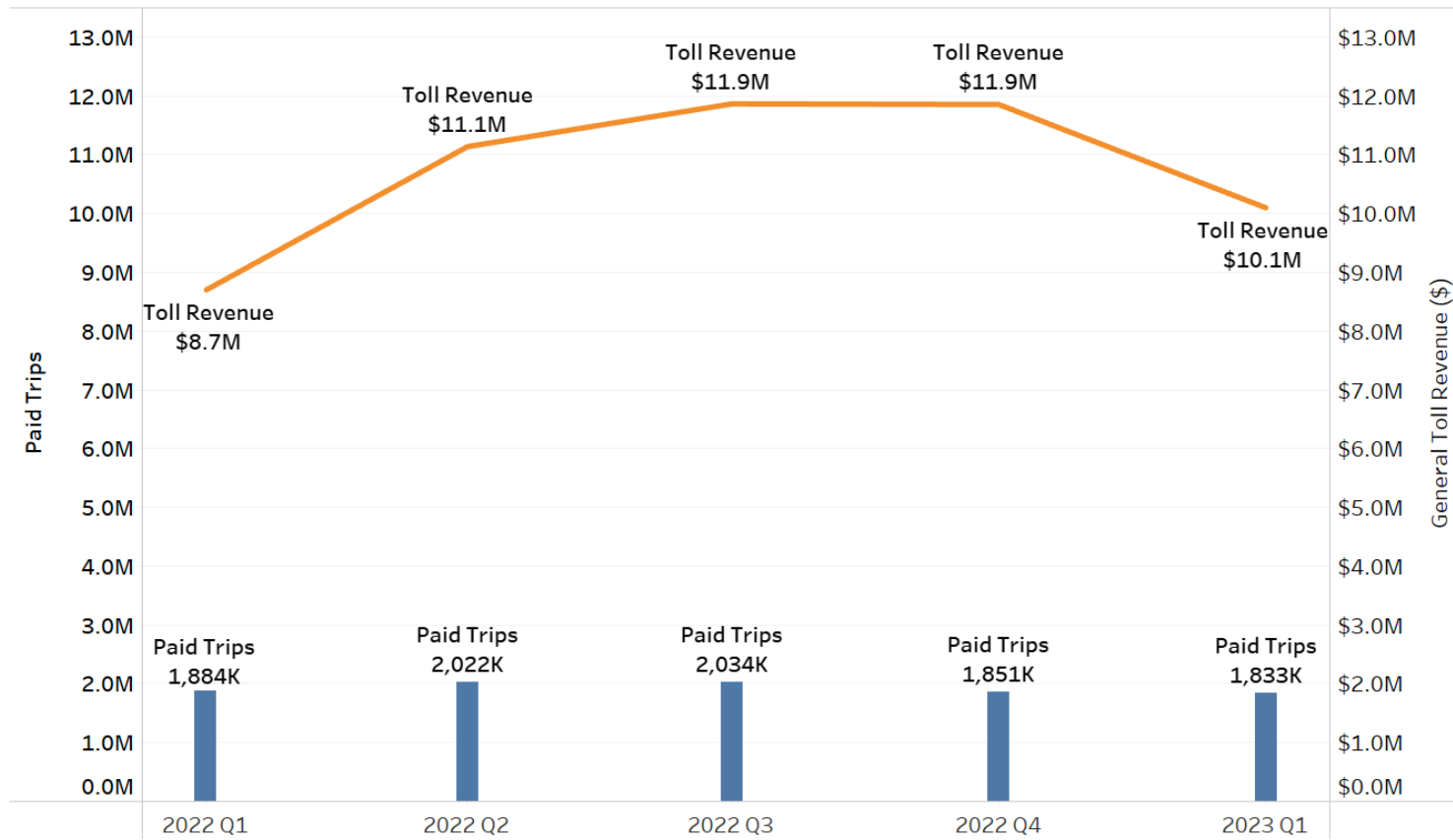
- No toll account
- Share down 1% from Q4 2022 and down 1% from Q1 2022



* 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

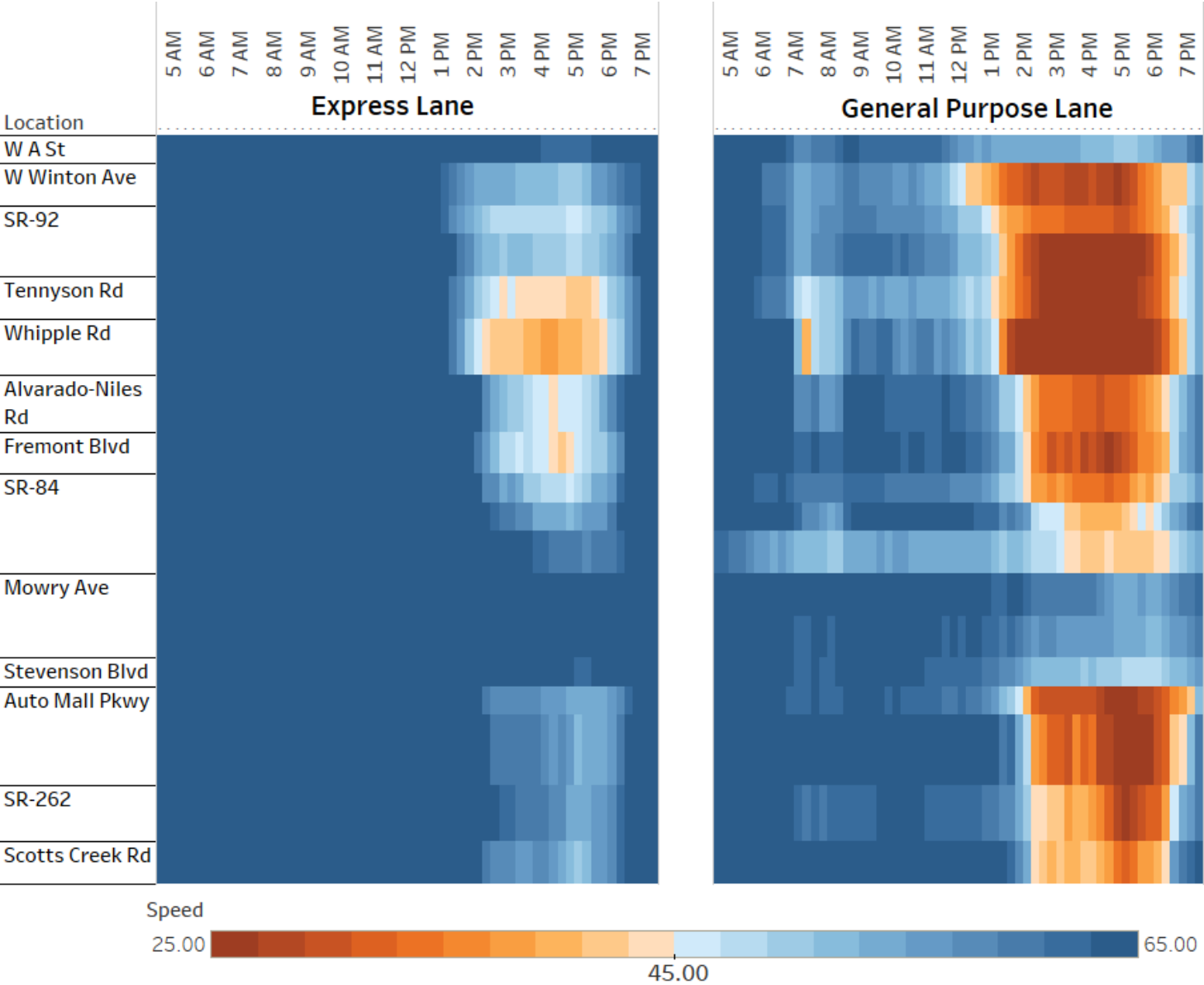
*Revenue from general tolls. Does not include revenue from violation fines.



Q1 2023 Change	Toll Revenue	Tolled Trips**	Average Toll Paid**
from Prior Quarter (Q4 2022)	Down 15%	Down 1%	Down 14%
Year over Year (Q1 2022)	Up 16%	Down 3%	Up 20%

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 maintained free-flow speeds throughout the morning. Speeds decreased around 1:30 p.m. and reached a low of 37 mph at Whipple Rd. around 4:45 p.m.

General purpose lane speeds fell below 25 mph between 2:30 p.m. and 6:30 p.m. from Alvarado-Niles Rd. to SR-92 (Hayward Bridge exit). They also fell below 25 mph approaching Auto Mall Pkwy 5 p.m. and 6 p.m.

Northbound: Peak Traffic and Corridor-Length Speed

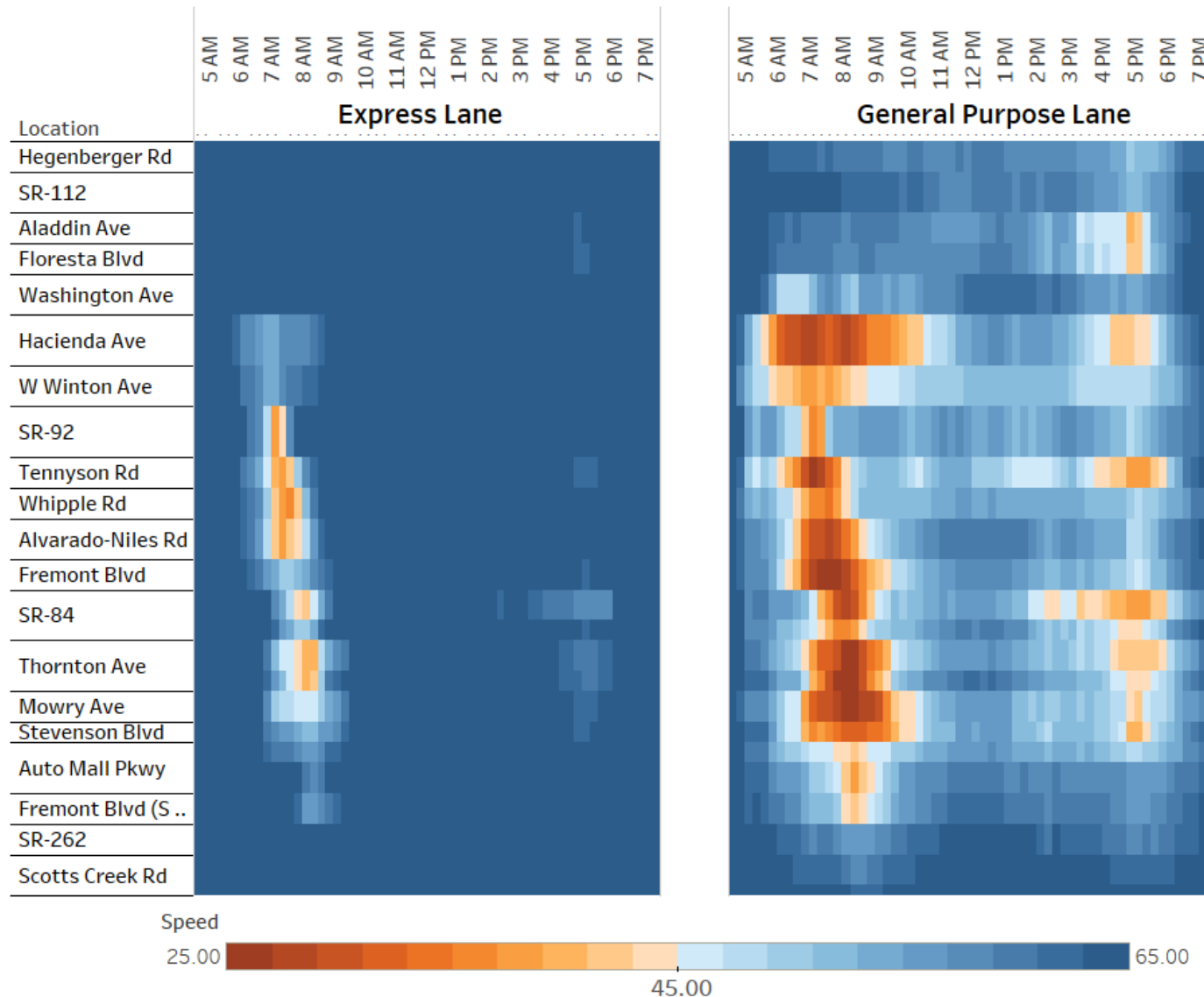
Peak Traffic

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



The southbound express lane maintained free-flow speeds after 9 a.m. The express lane traffic was slowest from SR-92 to Stevenson Blvd. between 7 a.m. and 9 a.m. Average speed briefly fell to a low of 36 mph.

The southbound general purpose lanes average speed was less than 45 mph between 6 a.m. and 11 a.m. throughout most parts of the corridor. The average general purpose lane speed also intermittently and briefly fell below 45 mph after 2:45 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

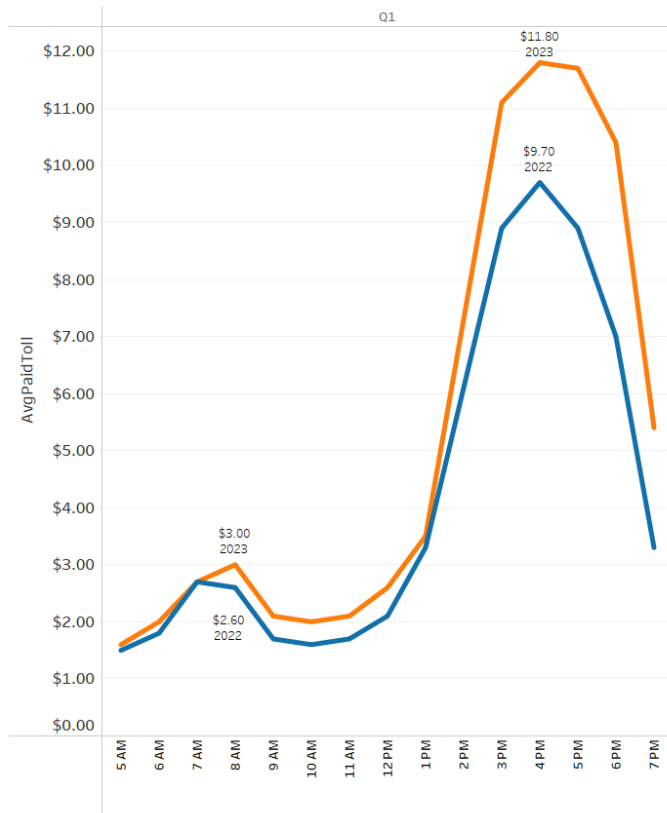
Corridor Length Slowest Travel

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

Q1 2023 AVERAGE TOLL PAID WAS \$5.50, COMPARED TO \$4.60 IN Q1 2022, 20% HIGHER

Northbound



Southbound



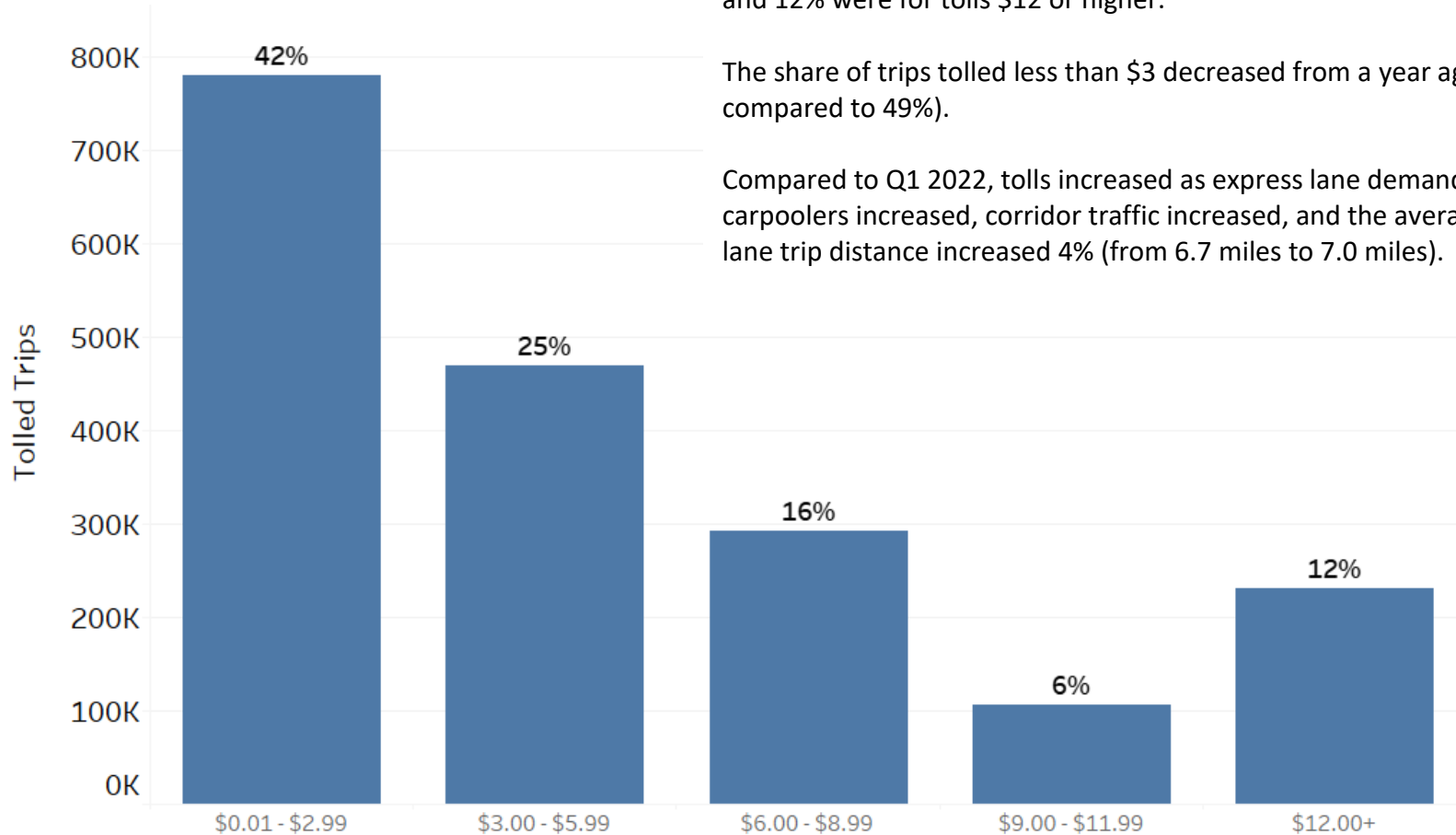
In Q1 2023 the northbound average toll paid peaked at \$11.80 between 4 p.m. and 5 p.m., \$2.10 more than a year ago.

The southbound average toll paid peaked at \$10.80 between 7 a.m. and 8 a.m., \$2.40 more than a year ago.

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

Toll Distribution

Drivers made 1.83 million tolled express lane trips in the quarter, down 3% from a year ago (Q1 2022). 42% of these trips incurred a toll less than \$3 and 12% were for tolls \$12 or higher.



The share of trips tolled less than \$3 decreased from a year ago (42% compared to 49%).

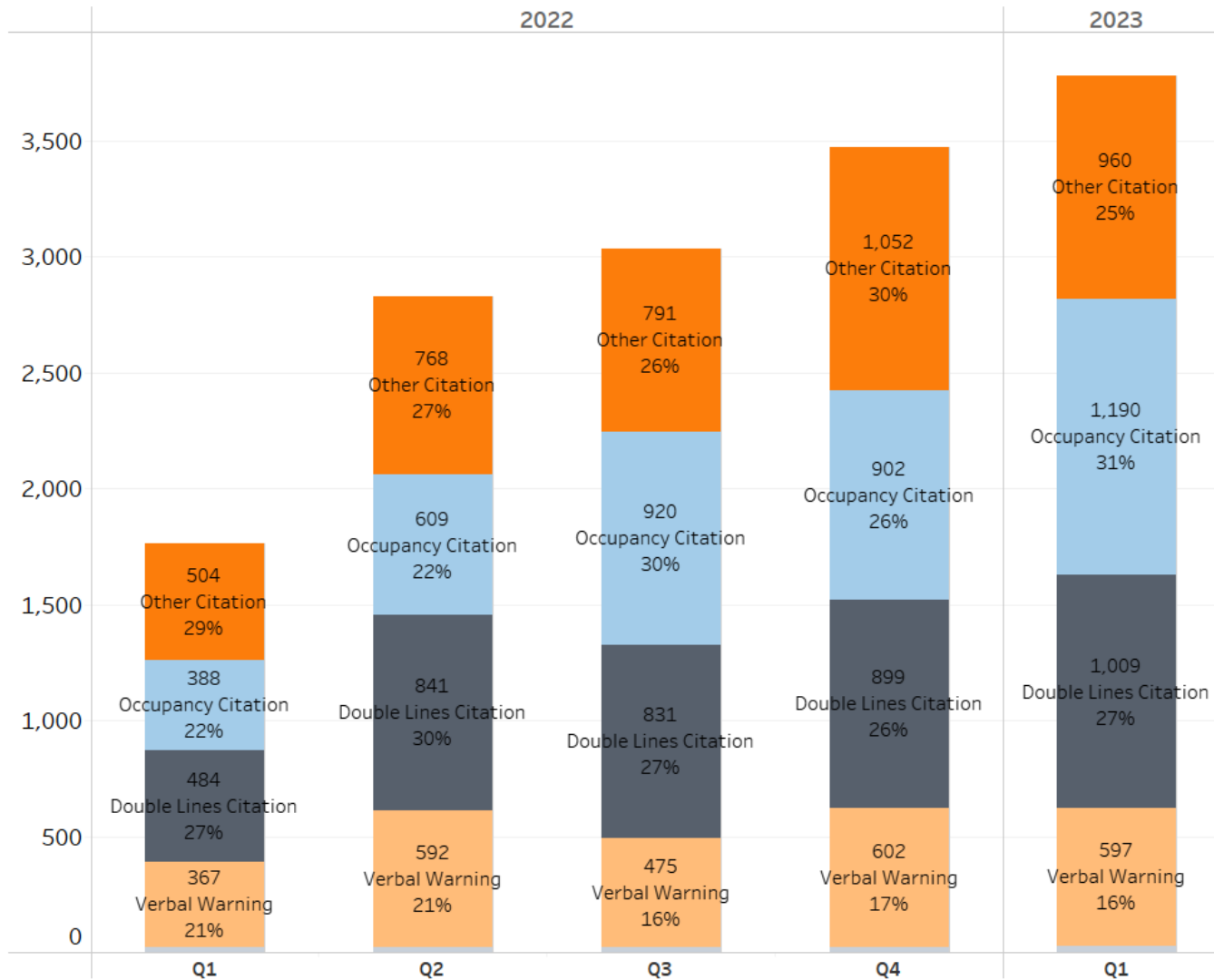
Compared to Q1 2022, tolls increased as express lane demand from toll-free carpoolers increased, corridor traffic increased, and the average express lane trip distance increased 4% (from 6.7 miles to 7.0 miles).

How Drivers Use the Lanes

In Q1 2023, about 527,000 unique vehicles made about 2.2 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	2.9 million (73%)	354,000 (54%)	8.1	104,000 (29% of column B)
License plate – matched to a FasTrak account	773,500 (20%)	196,000 (30%)	3.9	69,000 (35% of column B)
License plate - not matched to a FasTrak account*	291,000 (7%)	101,000 (16%)	2.9	53,000 (52% of column B)
Total	3.9 million	651,000	6.0	226,000 (35% of column B)

CHP Enforcement



CHP spent over 2,000 hours patrolling the I-880 express lanes, filling 81% of the hours requested by BAIFA. CHP patrolled 4% more hours and issued 9% more enforcement contacts than the prior quarter.

CHP made 3,781 enforcement contacts in Q1 2023 for an average cost to BAIFA of \$74. Of the contacts, 31% were for 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%
Q1	2023	3,892,636	0.75%

Express Lane Trips - Payment Type Share

	2021	2021	2021	2021	2022	2022	2022	2022	2023
Blank	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1
Blank	24%	28%	30%	33%	36%	36%	38%	39%	40%
HOV3+	9%	9%	8%	8%	7%	7%	7%	7%	7%
HOV2	1%	1%	1%	1%	1%	1%	1%	1%	1%
CAV	29%	25%	27%	24%	22%	22%	19%	19%	20%
SOV-Tag	20%	21%	20%	20%	20%	20%	20%	20%	19%
LP Read	17%	16%	14%	14%	14%	14%	15%	14%	13%
Violations									

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
2021 Q3	\$10,072,689	2,127,366
2021 Q4	\$11,242,810	2,051,890
2022 Q1	\$8,698,680	1,884,410
2022 Q2	\$11,136,962	2,021,723
2022 Q3	\$11,863,764	2,034,482
2022 Q4	\$11,853,849	1,851,015
2023 Q1	\$10,096,118	1,832,961

Quarterly Average Toll Paid by Time of Day Northbound

Year Q1	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM
2022	\$1.50	\$1.80	\$2.70	\$2.60	\$1.70	\$1.60	\$1.70	\$2.10	\$3.30	\$6.10	\$8.90	\$9.70	\$8.90	\$7.00	\$3.30
2023	\$1.60	\$2.00	\$2.70	\$3.00	\$2.10	\$2.00	\$2.10	\$2.60	\$3.50	\$7.30	\$11.10	\$11.80	\$11.70	\$10.40	\$5.40

Quarterly Average Toll Paid by Time of Day Southbound

Year Q1	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM
2022	\$3.20	\$5.70	\$8.40	\$7.90	\$4.10	\$2.80	\$2.50	\$2.40	\$2.80	\$3.80	\$4.20	\$4.70	\$5.00	\$3.80	\$2.10
2023	\$4.70	\$8.30	\$10.80	\$10.20	\$7.30	\$4.50	\$3.20	\$2.80	\$3.00	\$3.90	\$4.20	\$5.30	\$5.80	\$4.10	\$2.20

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	42%	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

Year	Quarter	Enforcement Type	Quarterly Share	Count
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
2022	Q4	Double Lines Citation	26%	899
2022	Q4	Occupancy Citation	26%	902
2022	Q4	Other	1%	20
2022	Q4	Other Citation	30%	1,052
2022	Q4	Verbal Warning	17%	602
2023	Q1	Double Lines Citation	27%	1,009
2023	Q1	Occupancy Citation	31%	1,190
2023	Q1	Other	1%	25
2023	Q1	Other Citation	25%	960
2023	Q1	Verbal Warning	16%	597

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

