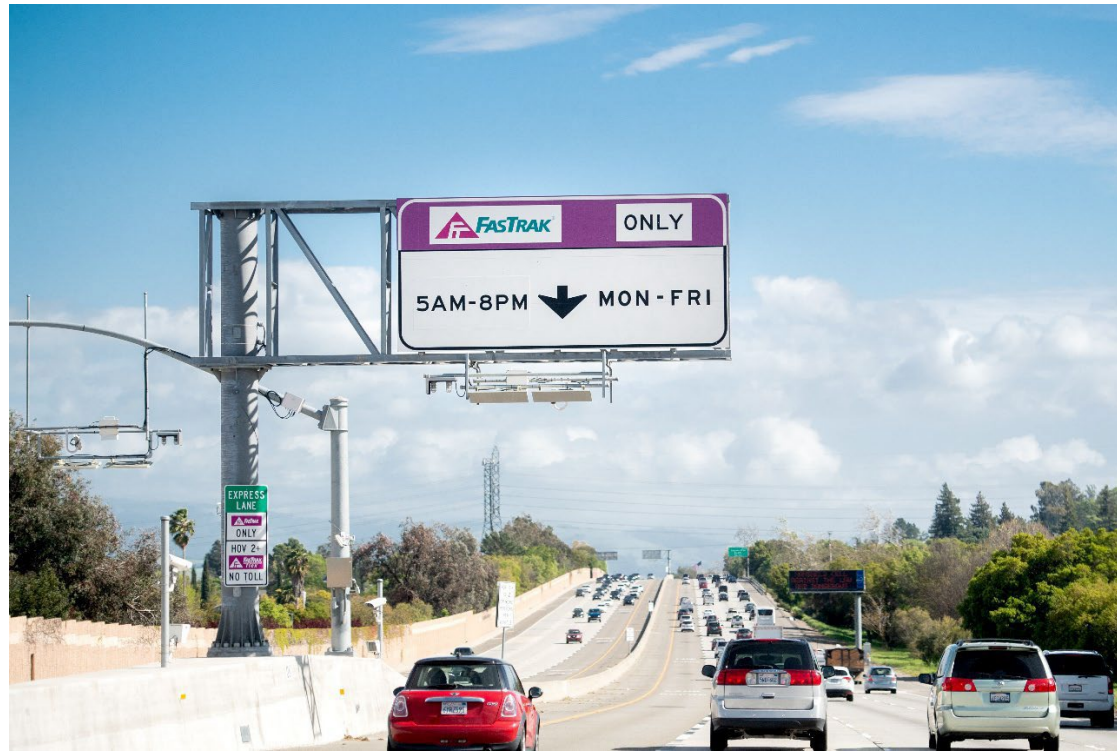


I-680 Contra Costa Express Lanes Performance Report

2nd Quarter 2023: April - June

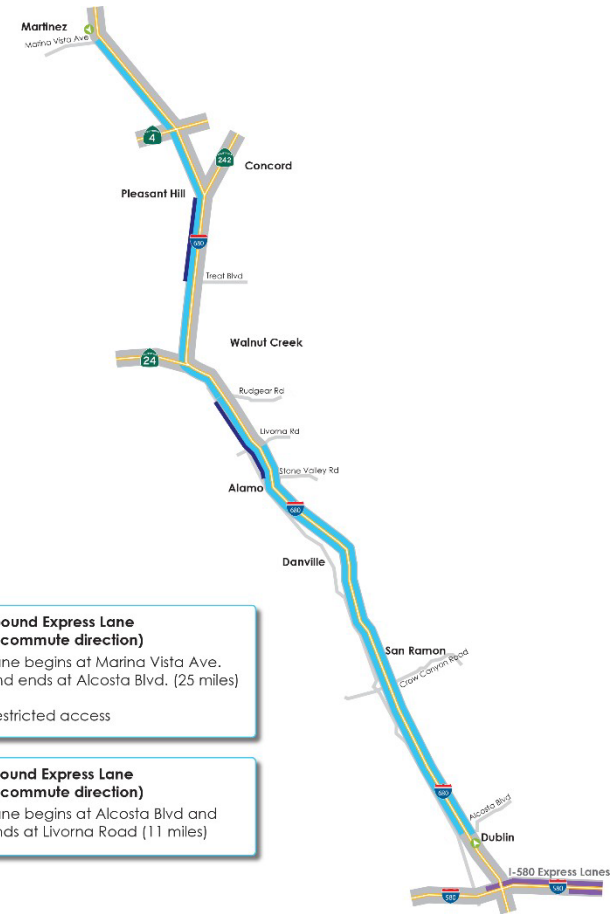


Bay Area Infrastructure Financing Authority Network and Operations Committee
October 13, 2023

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
Must Have FasTrak Flex®

All Drivers
Must Have FasTrak®

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 – Q2 2023 Performance Highlights

- 2.3 million express lane trips were made in Q2 2023. The Average Daily Trip count (ADT) increased 9% from the prior quarter (Q1 2023), which led to an 8% increase in total trips. Compared to a year ago (Q1 2022), total trips increased by 7% and ADT by 8%.
- The share of toll-free HOV 2+ trips was 41%, up 1% from Q1 2023 and Q2 2023. This share has ranged between 30% and 46% per quarter over the history of the lanes and is at its highest in Q2 2023 (this quarter).
- 11% of express lane trips were violations – unpaid trips made without a FasTrak account – the same as in Q1 2023.
- Q2 2023 toll revenue increased 24% from Q1 2023. Tolloed trips increased 5% and the average toll paid increased 18%. Q2 2023 toll revenue increased 20% from Q2 2022 as tolled trips increased 5% and the average toll paid increased 15%.
- Corridor-length northbound travel was slowest between 4:00 p.m. and 5:00 p.m. when express lane speed averaged 64 mph (9 mph faster than the general purpose lanes). The

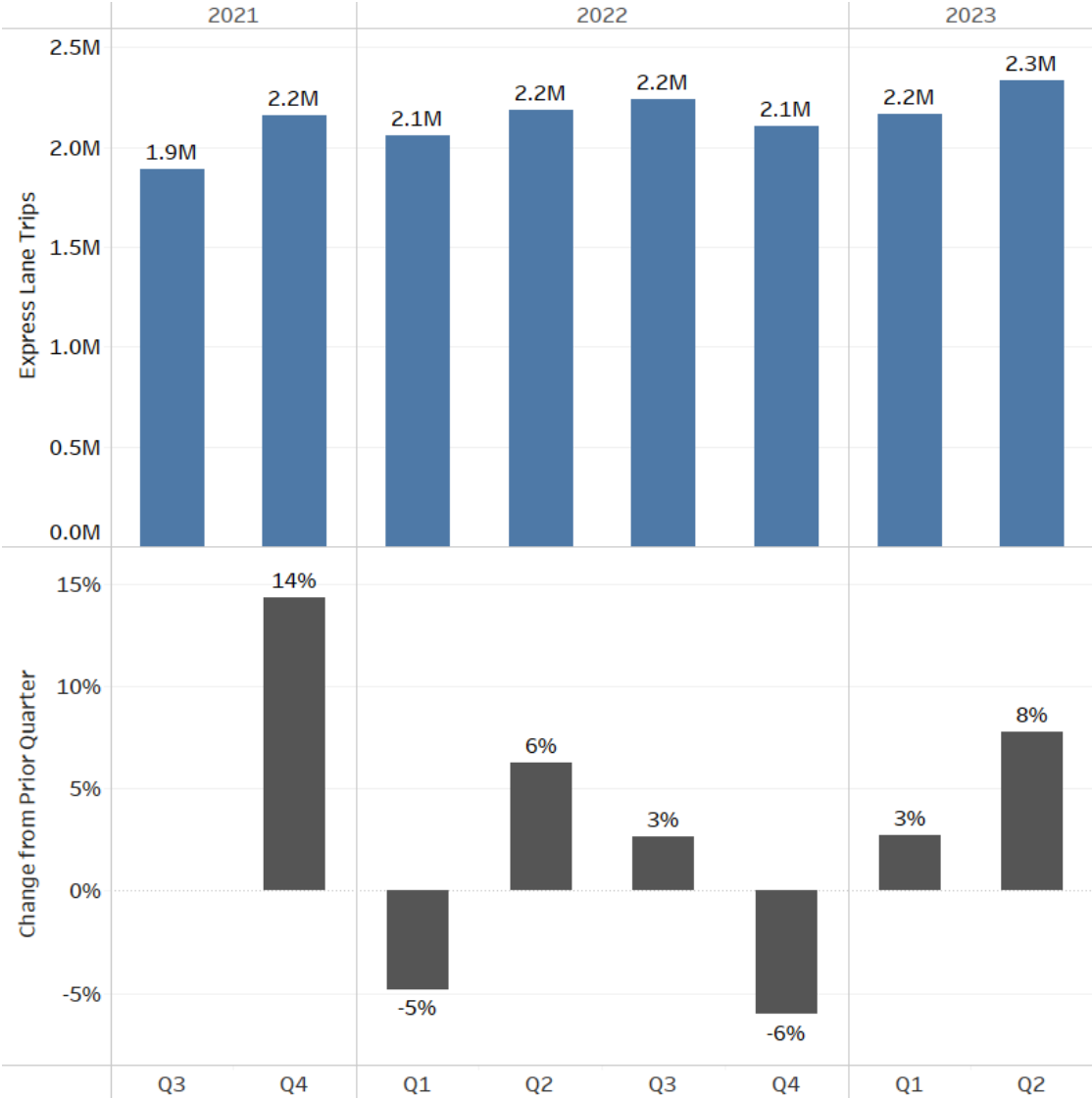
The goal of express lanes is to maximize lane use while keeping traffic moving to encourage carpooling and transit ridership.

northbound average toll paid peaked at \$7.50 around 4 p.m.

- Corridor-length southbound travel was slowest between 8:00 a.m. and 9:00 a.m. when express lane speed averaged 67 mph (10 mph faster than the general purpose lanes) and the average toll paid peaked at \$6.40.
- 52% of express lane drivers carried toll tags in their vehicles. Drivers with a toll tag made an average of 5.2 I-680 express lane trips in the quarter. Drivers without FasTrak tags, but with FasTrak accounts (34% of all express lane drivers) made an average of 3.1 trips in the quarter. Drivers without FasTrak accounts (14% of drivers) (violators) averaged 2.1 trips per driver in the quarter.
- CHP made 1,418 enforcement contacts, of which 37% resulted in citations related to carpool occupancy. Enforcement contacts were up 28% and occupancy citations were up 82% compared to Q2 2022.

Express Lane Trips

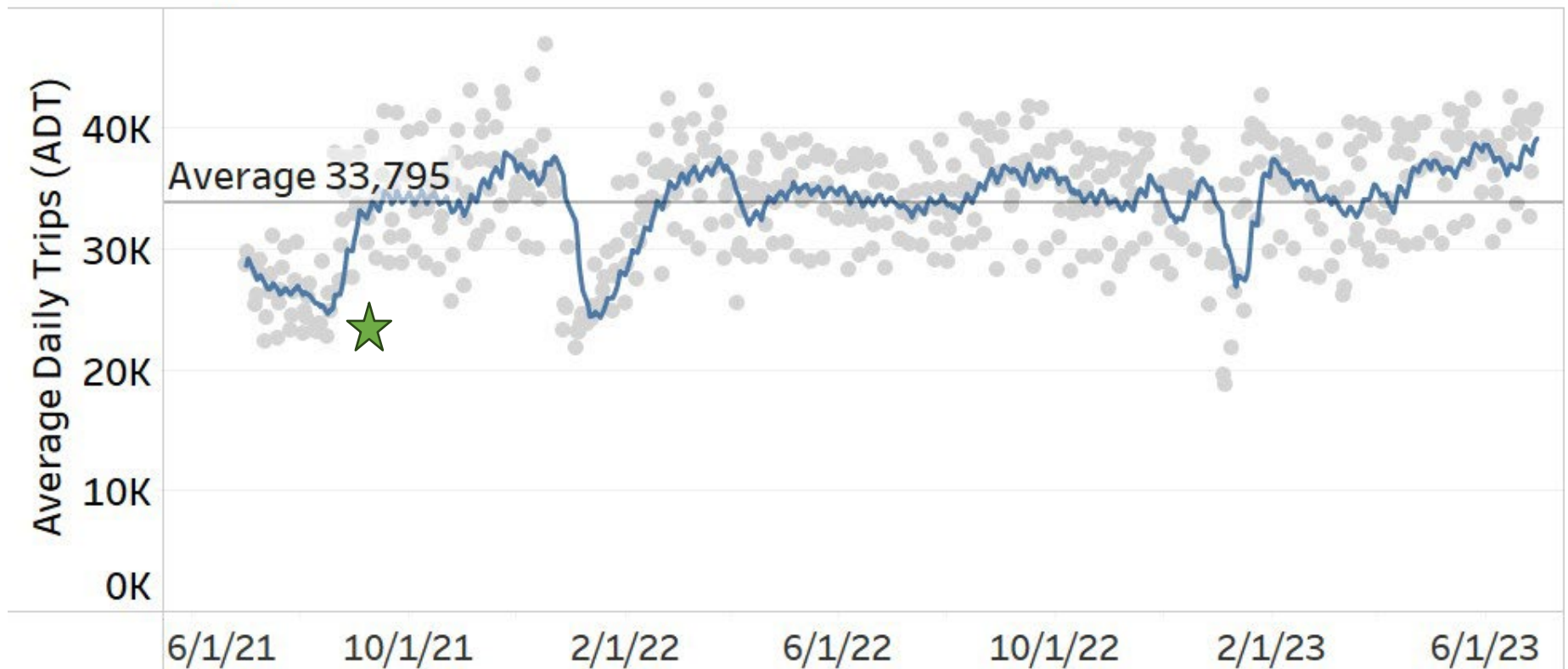
2.3 million express lane trips were made in Q2 2023. Trips were up 8% from the prior quarter (Q1 2023) and up 7% from a year ago (Q2 2022).



Average Daily Express Lane Trips

Q2 2023 ADT (Average Daily Trip count) was about 37,000, a 9% increase from the prior quarter and an 8% increase from a year ago. Over the last two years daily trips averaged ~33,800.

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.

Trip Type

Share of Trips:

Toll-free trips (HOV 2+) = 41%

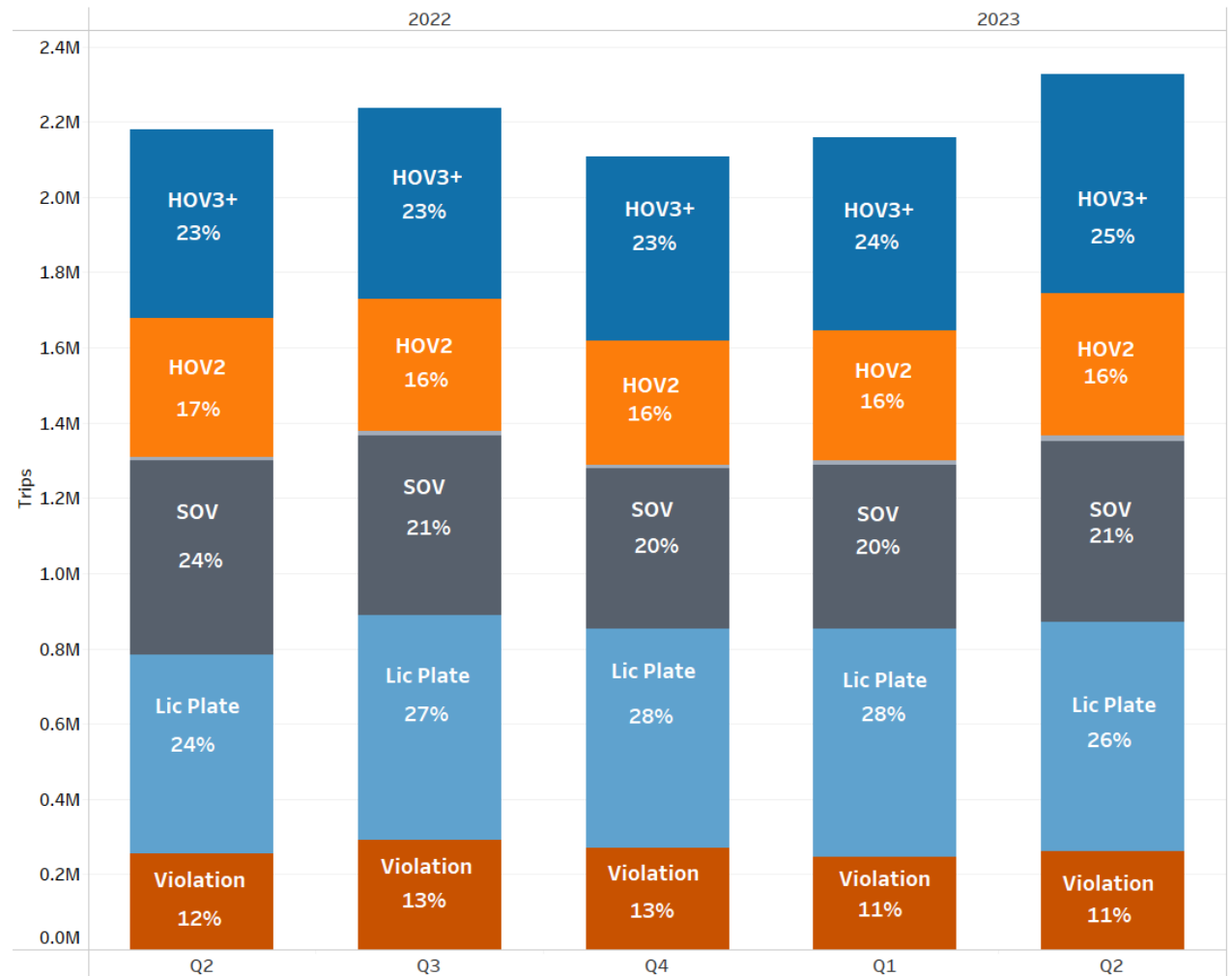
- 1% more than Q1 2023 and Q2 2022

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

- 47% full toll (SOV toll tag + license plate match) + 1% half toll (Clean Air Vehicles)
- Down 1% from Q1 2023
- Same as Q2 2022

Violation trips = 11%

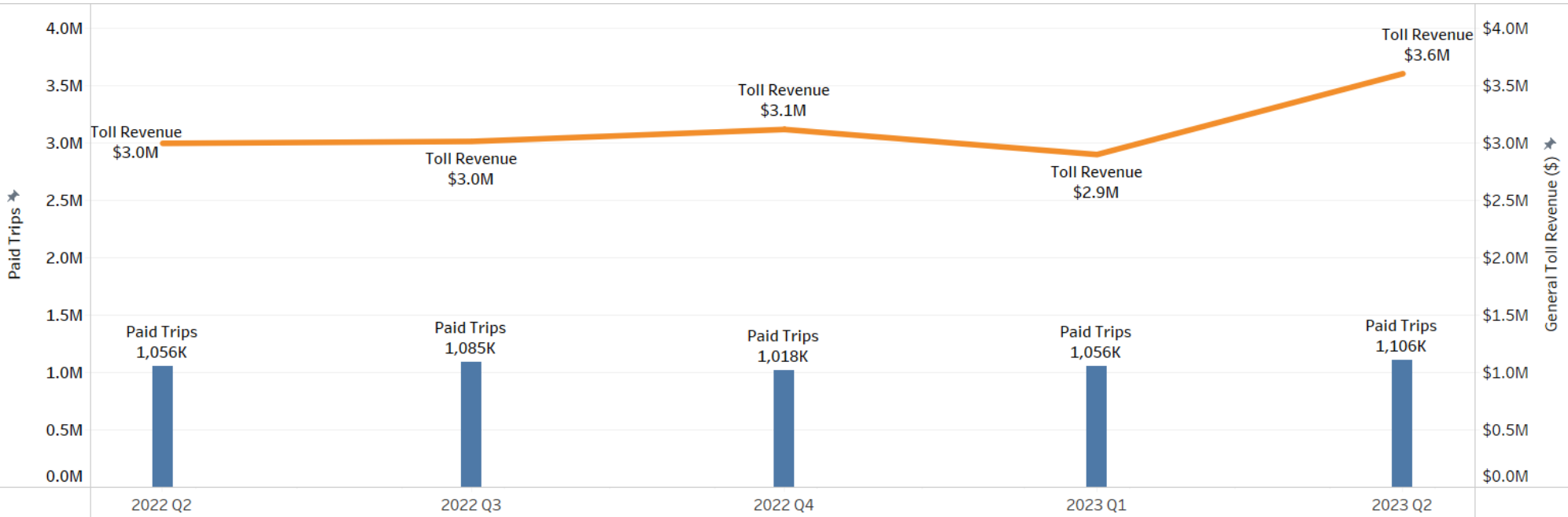
- No toll account
- Same as Q1 2023
- Down 1% from Q2 2022



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

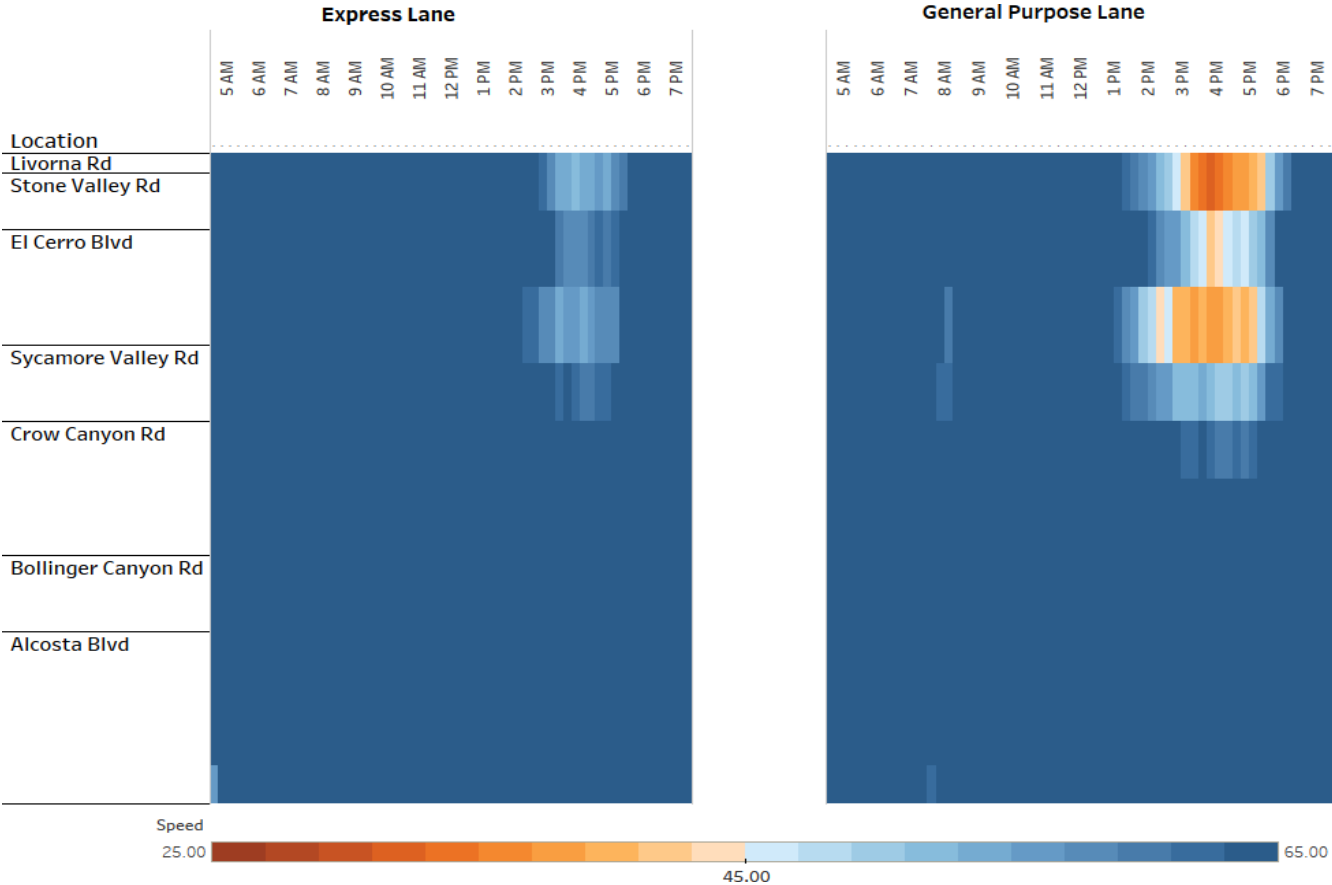
General Toll Revenue and Tolled Trips

Q2 2023 Change	Toll Revenue	Tolled Trips	Average Toll Paid
From Prior Quarter (Q1 2023)	Up 24%	Up 5%	Up 18%
Year over Year (Q2 2022)	Up 20%	Up 5%	Up 15%



Northbound Speed by Location and Time: Quarter Average

- The northbound express lane speed averaged 73 mph or faster.
- The general-purpose lane speed averaged 64 mph or faster with slowing occurring between 3:00 p.m. and 5:00 p.m. Average speed fell as low as 32 mph approaching Livorna Road, around 4:00 p.m.



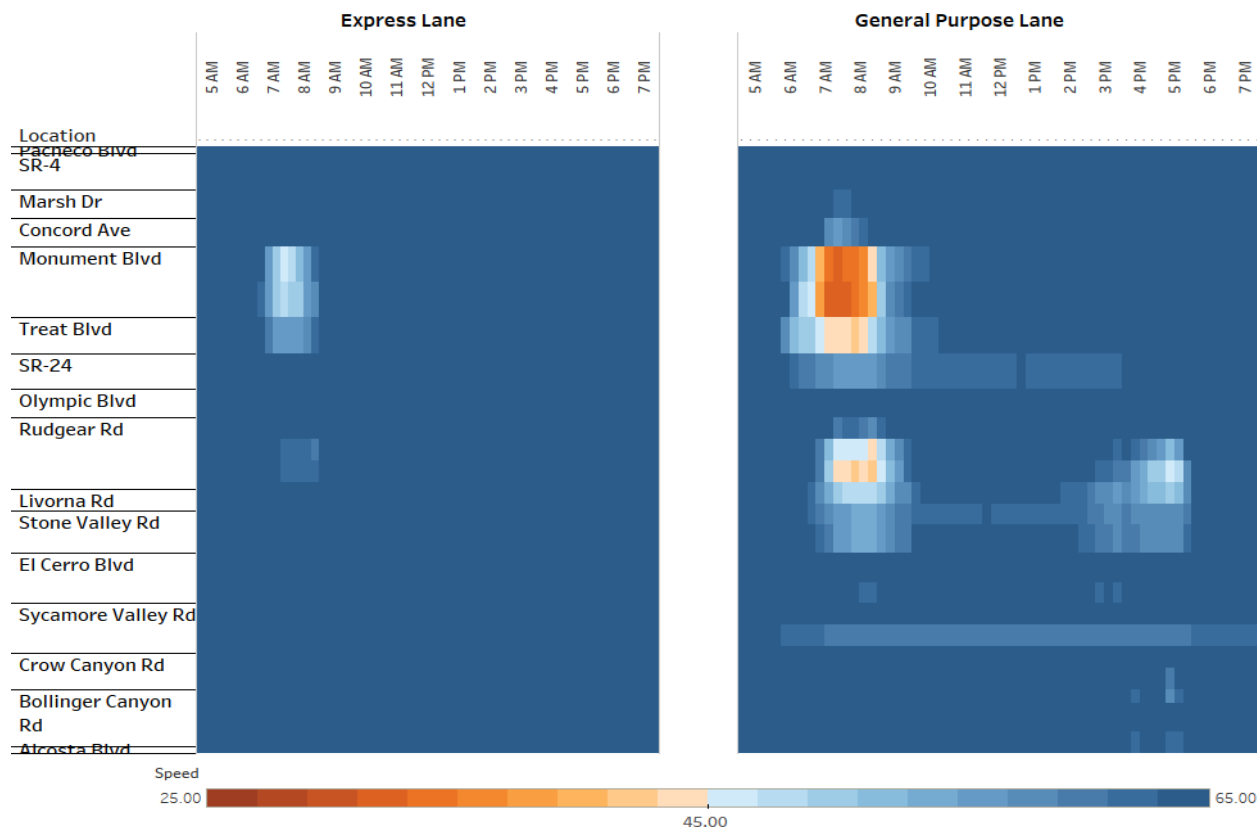
Northbound: Peak Traffic and Corridor-Length Speed

PEAK TRAFFIC	
Time	3 p.m. – 5 p.m.
Location	Approaching El Cerro Blvd
Express Lane Speed	66 mph
GP Lane Speed	56 mph
Speed Differential	10 mph
Express Lane Volume	903 vehicles
GP Lane Volume	1,297 vehicles

CORRIDOR-LENGTH SLOWEST TRAVEL	
Time	4 p.m. – 5 p.m.
Express Lane Speed	64 mph
GP Lane Speed	55 mph
Speed Differential	9 mph

Southbound Speed by Location and Time: Quarter Average

- The southbound express lane speed averaged 75 mph or faster.
- The southbound general purpose lanes speed averaged 65 mph or faster with slowing occurring between 7:00 a.m. and 9:00 a.m. from Monument Blvd. to Treat Blvd and again around Rudgear Rd. Speeds fell as low as 45 mph.



Southbound: Peak Traffic and Corridor-Length Speed

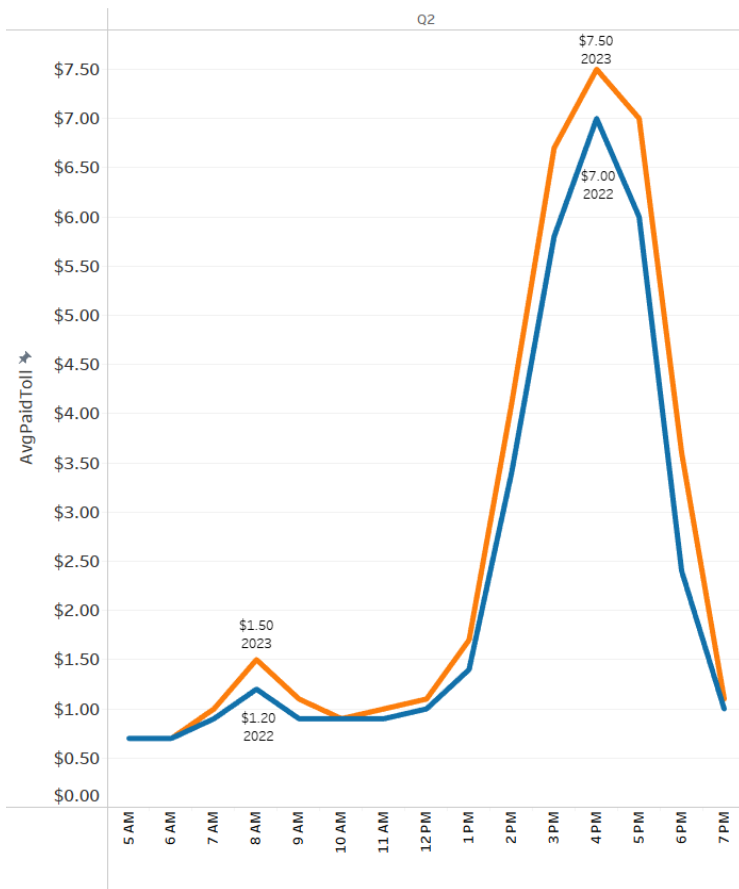
PEAK TRAFFIC	
Time	7 a.m. – 9 a.m.
Location	Approaching Treat Blvd
Express Lane Speed	68 mph
GP Lane Speed	58 mph
Speed Differential	10 mph
Express Lane Volume	510 vehicles
GP Lane Volume	1,240 vehicles

CORRIDOR-LENGTH SLOWEST TRAVEL	
Time	8 a.m. – 9 a.m.
Express Lane Speed	67 mph
GP Lane Speed	57 mph
Speed Differential	10 mph

Quarterly Average Toll Paid by Time of Day

- The northbound average toll paid peaked at \$7.50 around 4 p.m., \$0.50 more than a year ago.
- The southbound average toll paid peaked at \$6.40 around 8 a.m., \$1.60 more than a year ago.
- Q2 2023 average toll paid was \$3.25 compared to \$2.85 in Q2 2022, 15% higher.

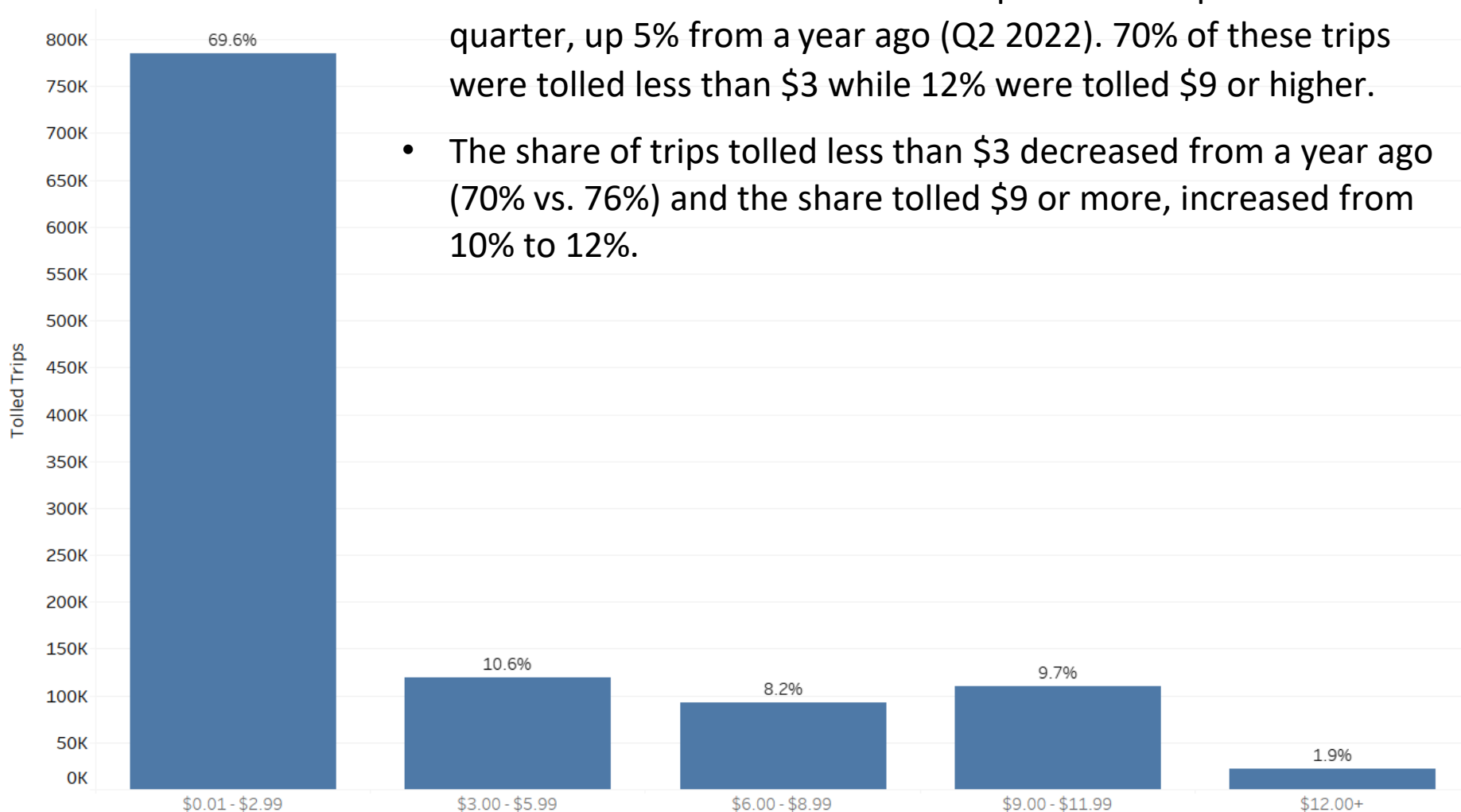
Northbound



Southbound



Toll Distribution



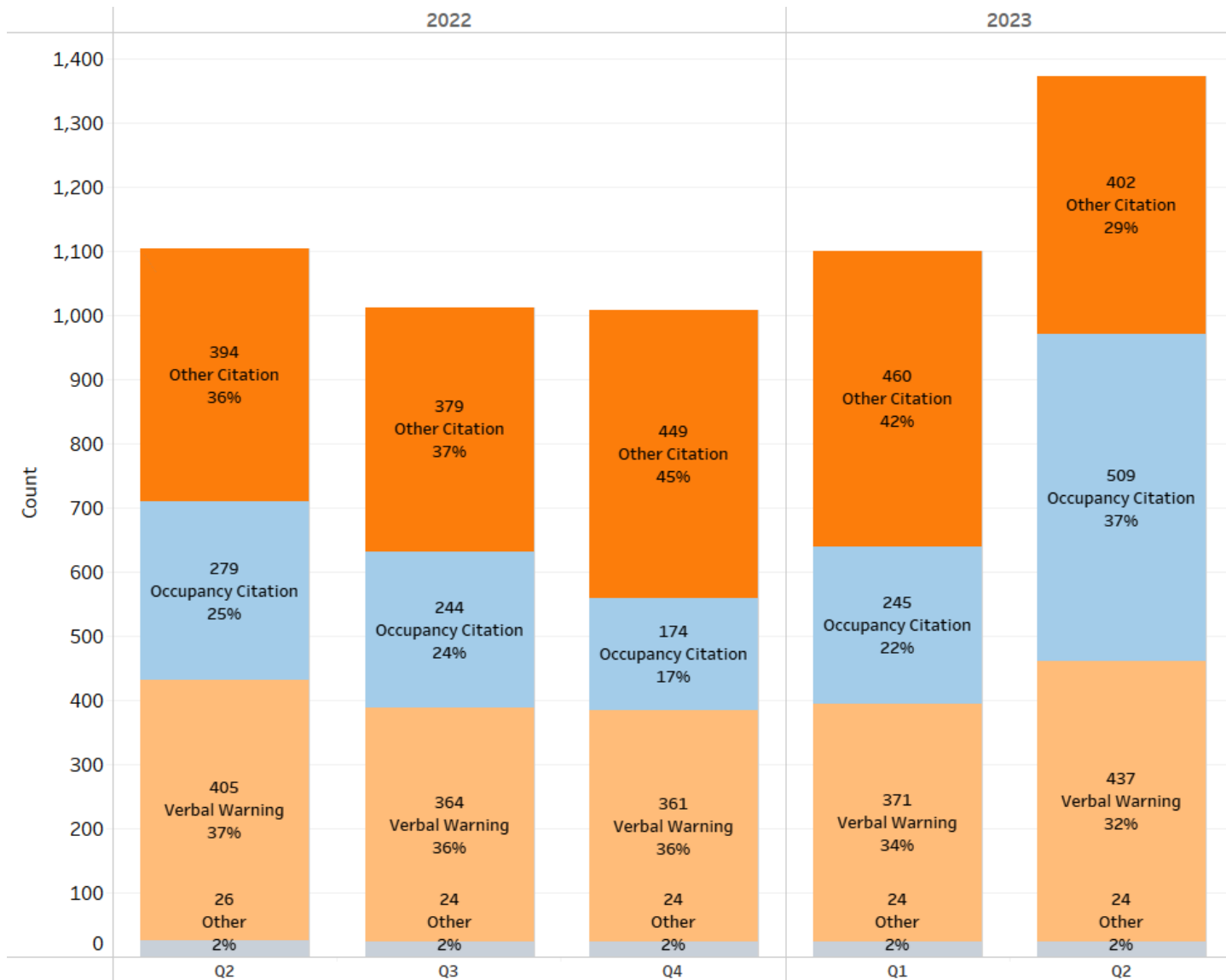
- Drivers made ~ 1.1 million tolled express lane trips in the quarter, up 5% from a year ago (Q2 2022). 70% of these trips were tolled less than \$3 while 12% were tolled \$9 or higher.
- The share of trips tolled less than \$3 decreased from a year ago (70% vs. 76%) and the share tolled \$9 or more, increased from 10% to 12%.

How Drivers Use the Lanes

In Q2 2023, about 298,000 unique vehicles made over 2.3 million express lane trips, as shown in the table below.

	A	B	C	D
	Trips this Quarter	Unique Vehicles	Trips Per Unique Vehicle	Unique Vehicles – Made Only 1 Trip
Vehicles Carrying Toll Tags	1.55 M (66%)	298,000 (52%)	5.2	105,000 (35% of column B)
License plate – matched to a FasTrak account	617,000 (29%)	196,000 (34%)	3.1	77,000 (39% of column B)
License plate – not matched to a FasTrak account	164,000 (7%)	78,000 (14%)	2.1	46,000 (59% of column B)
Total	2.3 million	572,000	4.1	228,000 (40% of column B)

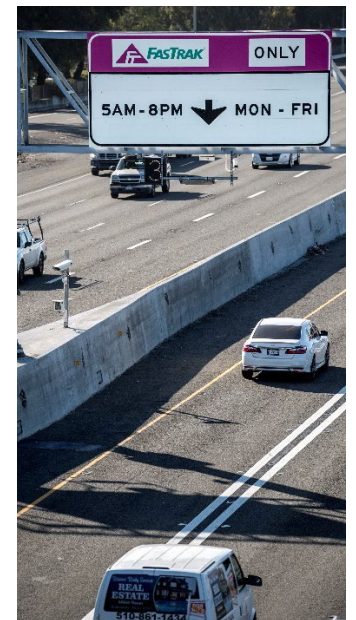
CHP Enforcement



CHP provided 940 enforcement hours in Q2 2023, filling 98% of requested hours. CHP made 1,418 enforcement contacts, 37% of which were related to carpool occupancy violations. The average cost to BAIFA per enforcement contact was \$92.

I-880 Express Lanes Performance Report

2nd Quarter 2023: April - June

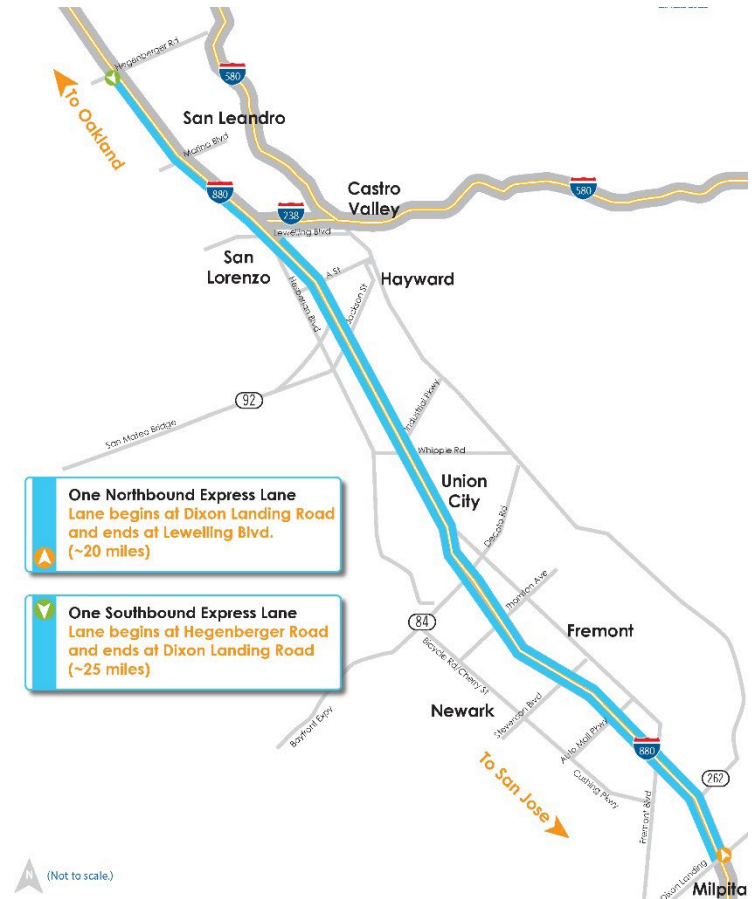


Bay Area Infrastructure Financing Authority
Submitted October 2023

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.



I-880 Express Lanes – Q2 2023 Performance Highlights

- 4.2 million express lane trips were made in Q2 2023. The Average Daily Trip count (ADT) of 66,000 was up 9% from the prior quarter (Q1 2023) and up 4% from a year ago (Q2 2022).
- The share of toll-free HOV 3+ trips was 40%, the same as Q1 2023 and up 4% from Q2 2022. The share of half-price HOV 2 trips was 7%, the same as last quarter (Q1 2023) and last year (Q2 2022).
- 12% of express lane trips were violations - trips made without a FasTrak account. The share is 1 percentage-point lower than the prior quarter and 2 percentage-points lower than a year ago.
- Quarterly toll revenue was up 31% from the last quarter. Tolloed trips were up 12% and average toll paid was up 17% compared to the previous quarter. Quarterly toll revenue was up 19% from a year ago (Q2 2022). Tolloed trips were up 2% and the average toll assessed increased 22% compared to a year ago.

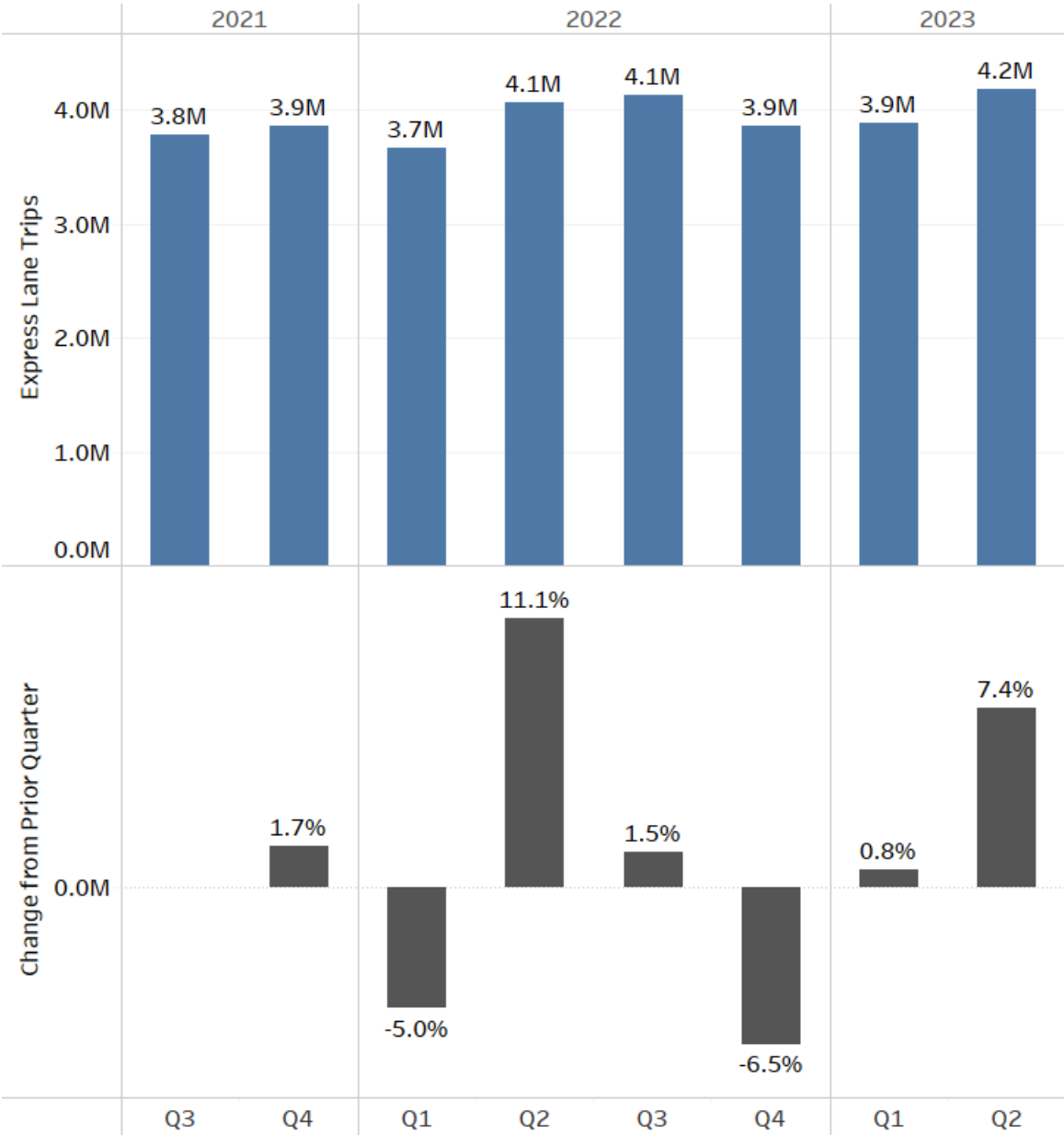
The goal of express lanes is to maximize lane use while keeping traffic moving to encourage carpooling and transit ridership.

I-880 Express Lanes – Q2 2023 Performance Highlights

- Corridor-length northbound travel was slowest between 4 p.m. and 5 p.m. when express lane speed averaged 52 mph (17 mph faster than the general purpose lanes). The northbound average toll paid peaked at \$13.80 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 60 mph (14 mph faster than the general purpose lanes) and the toll paid peaked at \$11.10 around 7 a.m.
- 55% of express lane drivers carried toll tags in their vehicles and made an average of 7.8 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 (14% of drivers) (violators) averaged 2.9 trips per driver in the quarter.
- CHP spent 3% more hours patrolling the I-880 express lanes than in the prior quarter resulting in almost 3,200 enforcement contacts. Of those, 24% resulted in citations for crossing double white lines and 36% in citations related to carpool occupancy.

Express Lane Trips

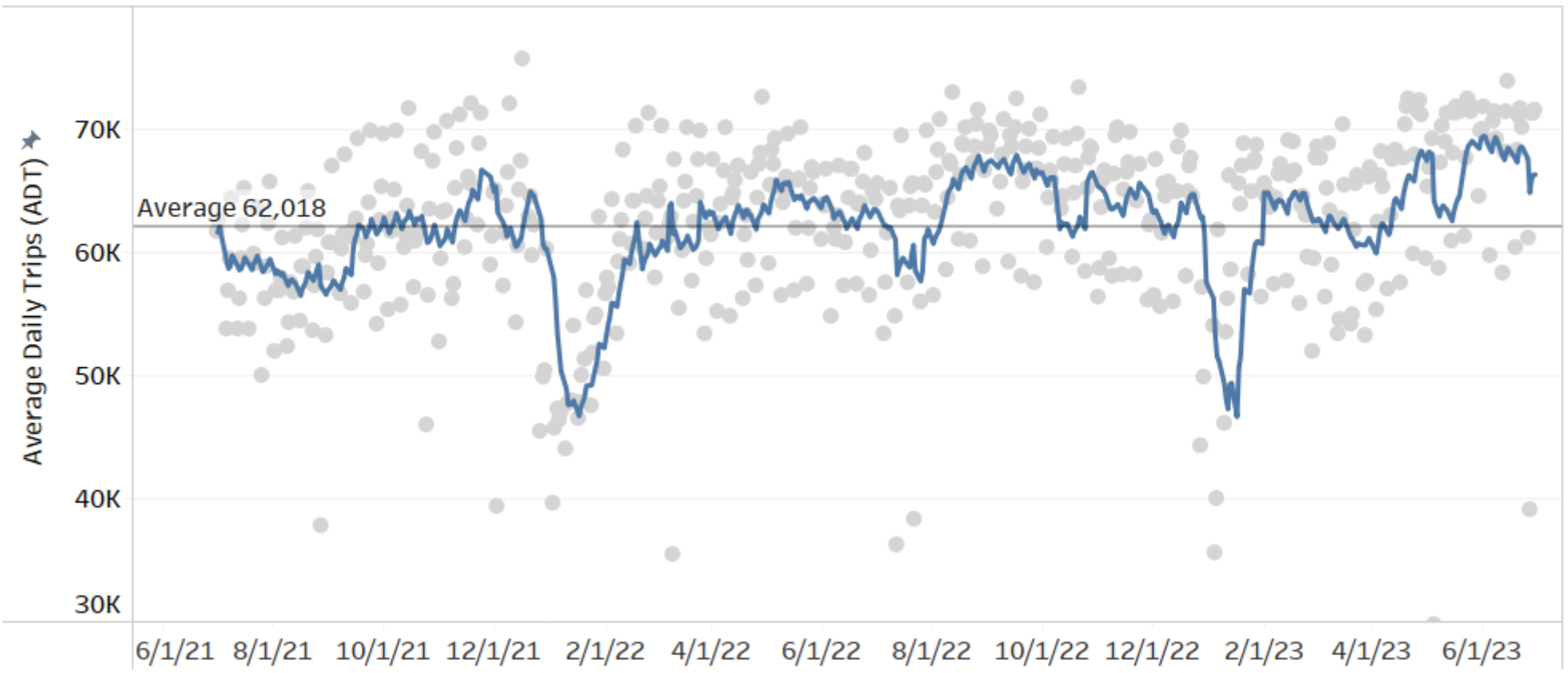
4.2 million express lane trips were made in Q2 2023. Trips were up 7% from the prior quarter (Q1 2023) and up 3% from a year ago (Q2 2022).



Average Daily Express Lane Trips

Q2 2023 ADT (Average Daily Trip) count was around 66,400 a 9% increase from the prior quarter and a 4% increase from a year ago. Over the last two years daily trips averaged around 62,000.

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



Trip Type

Share of Trips:

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

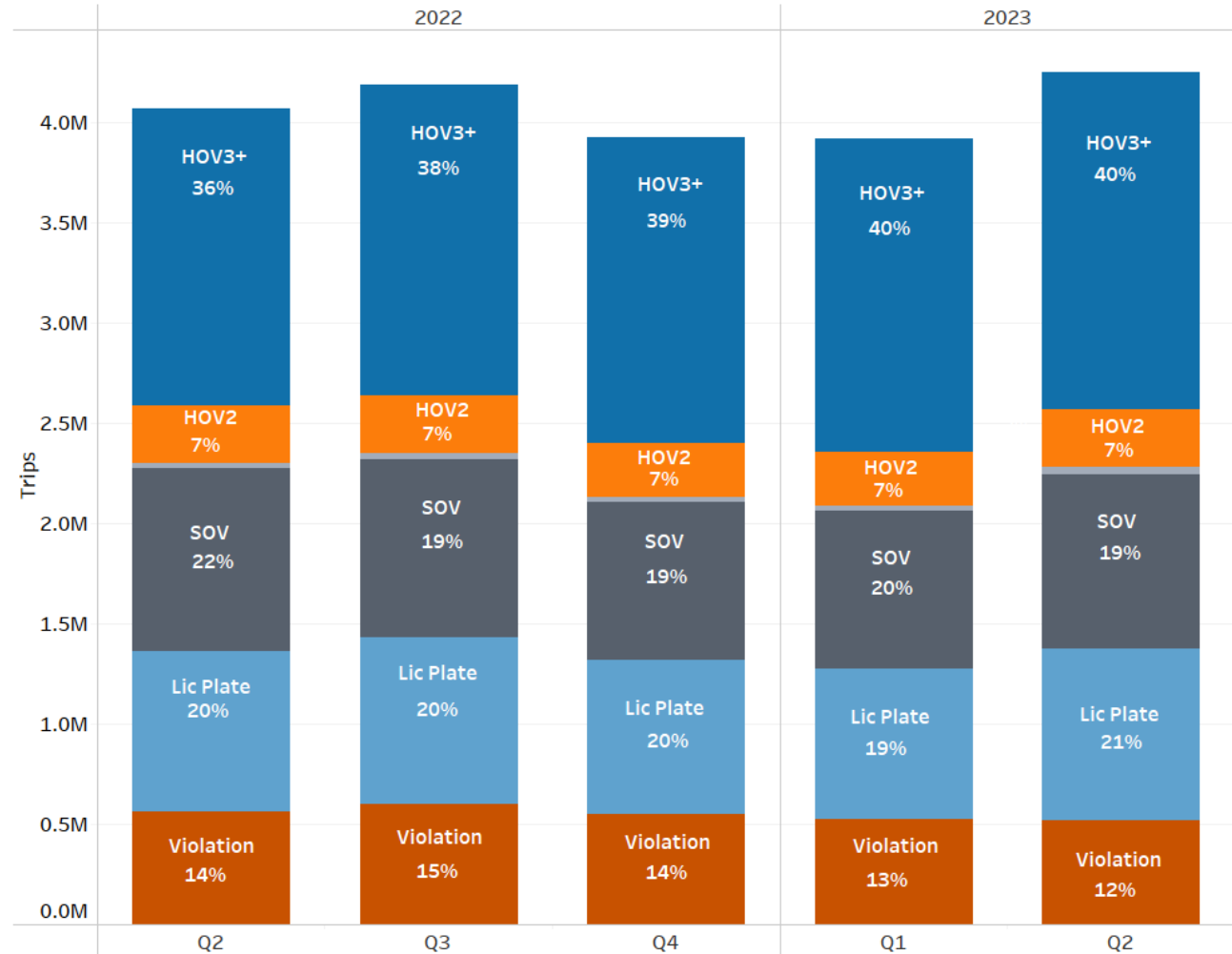
- Share same as Q1 2023 and up 4% from Q2 2022

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

- 40% full toll (SOV toll tag + license plate match)
- 8% half toll (HOV 2 + CAV (Clean Air Vehicle))
- Same as Q1 2023 and Q2 2022

Violation trips = 12%

- No toll account
- Down 1% from Q1 2023
- Down 2% from Q2 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.

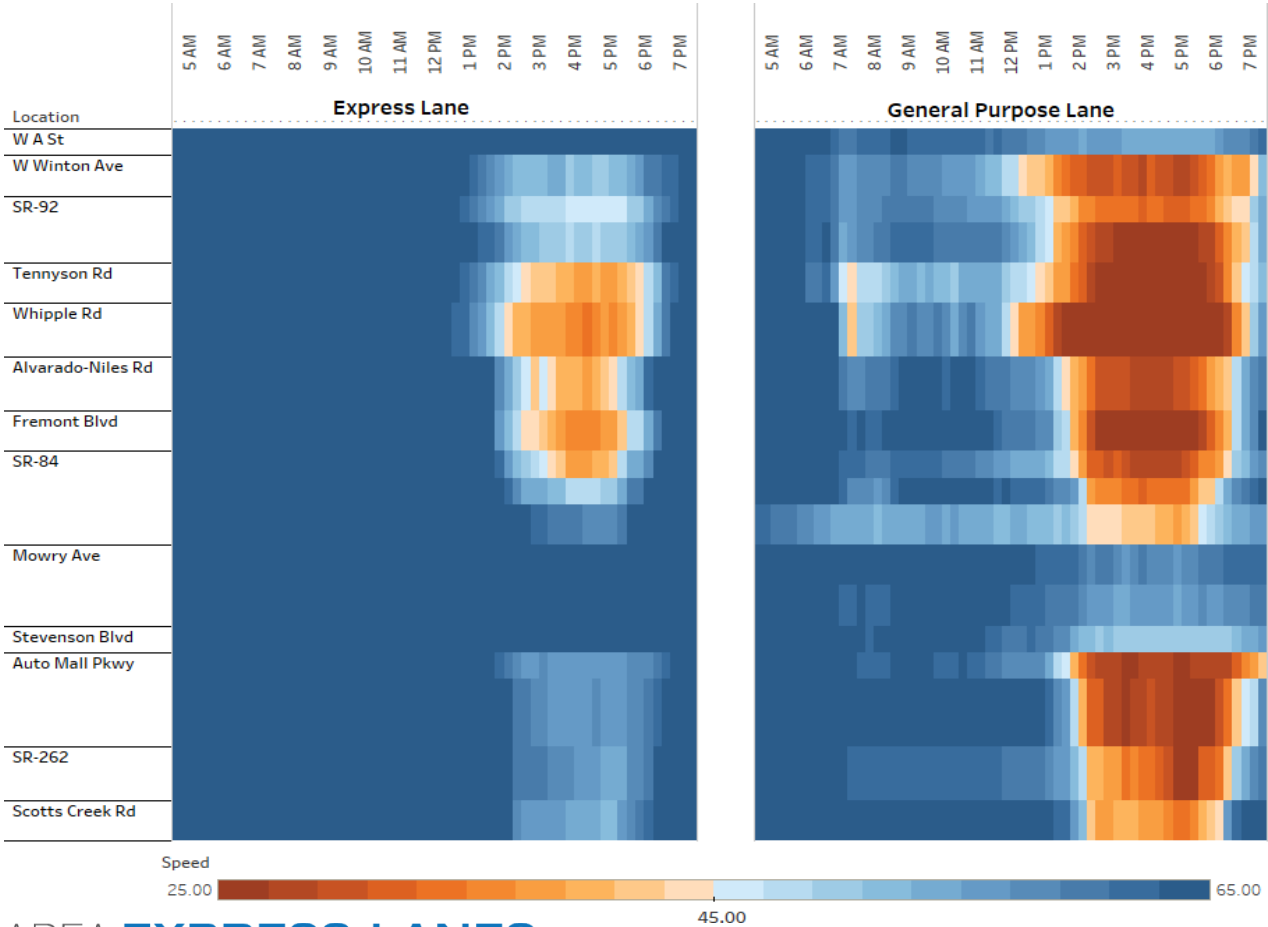
General Toll Revenue and Tolled Trips

Q2 2023 Change	Toll Revenue	Tolled Trips	Average Toll Paid
From Prior Quarter (Q1 2023)	Up 31%	Up 12%	Up 17%
Year over Year (Q2 2022)	Up 19%	Up 2%	Up 17%



Northbound Speed by Location and Time: Quarter Average

- The northbound Express Lane was free-flow until mid-day. Speeds started decreased at 1:00 and fell below 45 mph between 2:00 p.m. and 6:00 p.m. between Highway 84 and Tennyson Rd. They reached a low of 36 mph at Whipple Rd. around 4:00 p.m.
- The general purpose lane speed fell below 25 mph between 1:00 p.m. and 6:30 p.m. throughout most of the corridor.



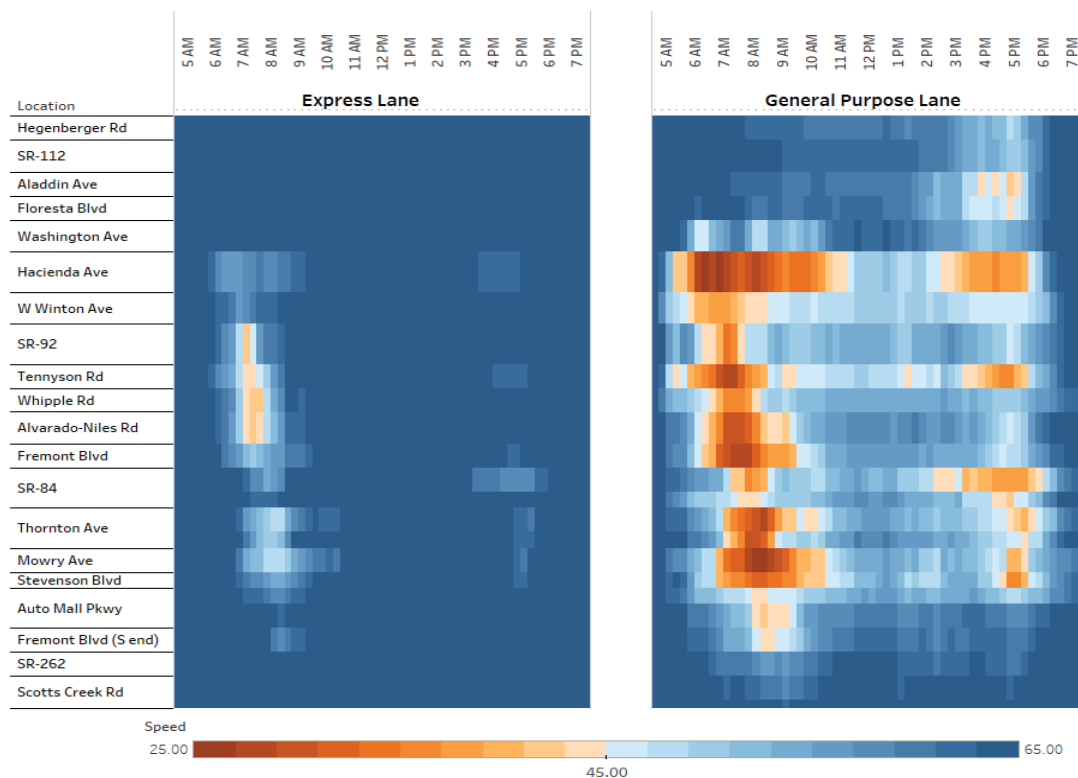
Northbound: Peak Traffic and Corridor-Length Speed

PEAK TRAFFIC	
Time	3 p.m. – 6 p.m.
Location	Around Tennyson Rd.
Express Lane Speed	52mph
GP Lane Speed	35 mph
Speed Differential	17 mph
Express Lane Volume	1,210 vehicles
GP Lane Volume	1,235 vehicles

CORRIDOR-LENGTH SLOWEST TRAVEL	
Time	4 p.m. – 5 p.m.
Express Lane Speed	51 mph
GP Lane Speed	34 mph
Speed Differential	17 mph

Southbound Speed by Location and Time: Quarter Average

- The southbound express lane maintained free-flow speeds after 10 a.m. The express lane traffic was slowest from SR-92 to Fremont Blvd. between 7 a.m. and 8:30 a.m. when average speed fell to 42 mph.
- The southbound general purpose lanes speed averaged less than 45 mph between 5:30 a.m. and 11:30 a.m. in most of the corridor. It also fell below 45 mph after 3:00 p.m. in intermittent locations.



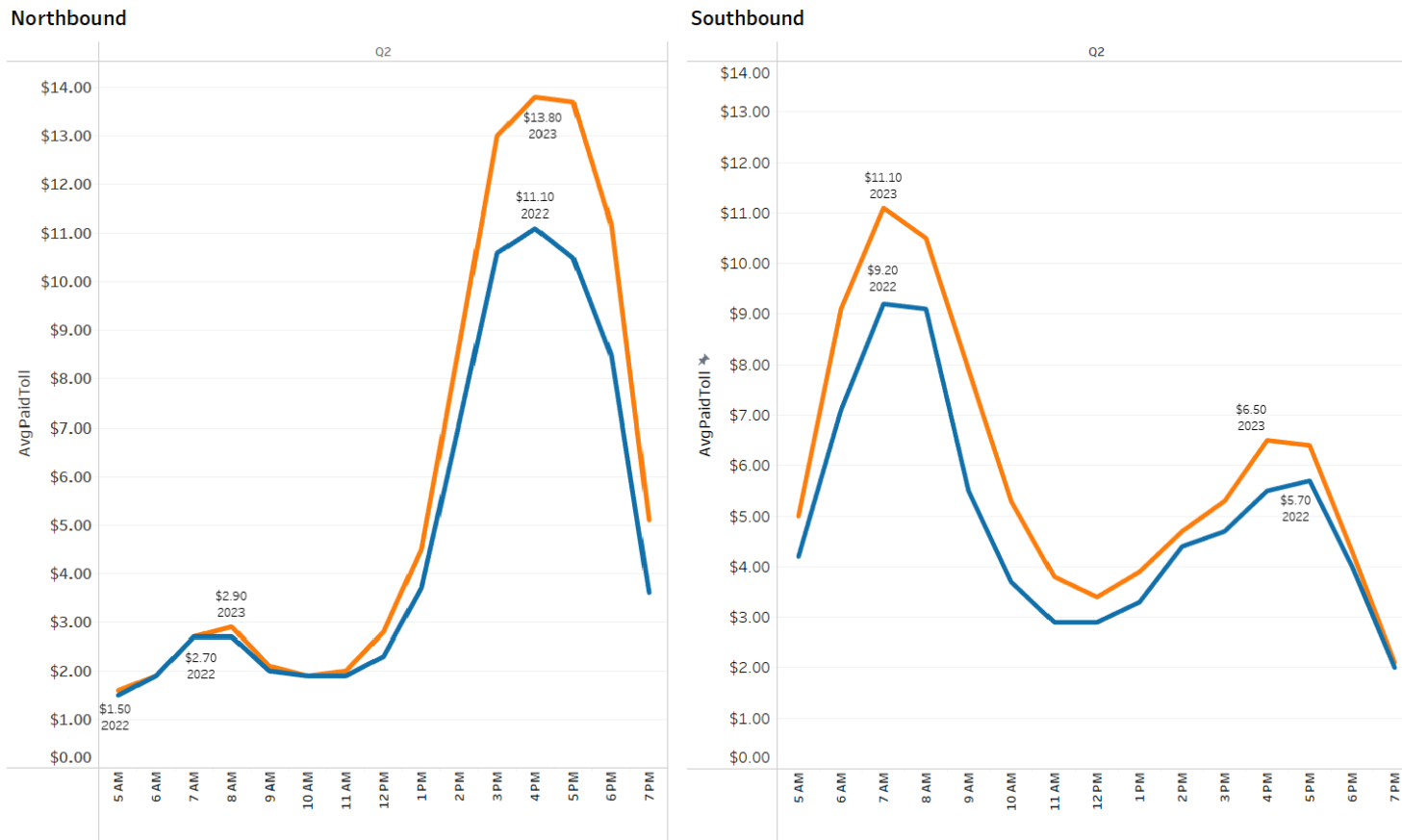
Southbound: Peak Traffic and Corridor-Length Speed

PEAK TRAFFIC	
Time	7 a.m. – 9 a.m.
Location	Approaching Alvarado-Niles Rd.
Express Lane Speed	60 mph
GP Lane Speed	46 mph
Speed Differential	14 mph
Express Lane Volume	1,054 vehicles
GP Lane Volume	1,239 vehicles

CORRIDOR-LENGTH SLOWEST TRAVEL	
Time	8 a.m. – 9 a.m.
Express Lane Speed	59 mph
GP Lane Speed	45 mph
Speed Differential	14 mph

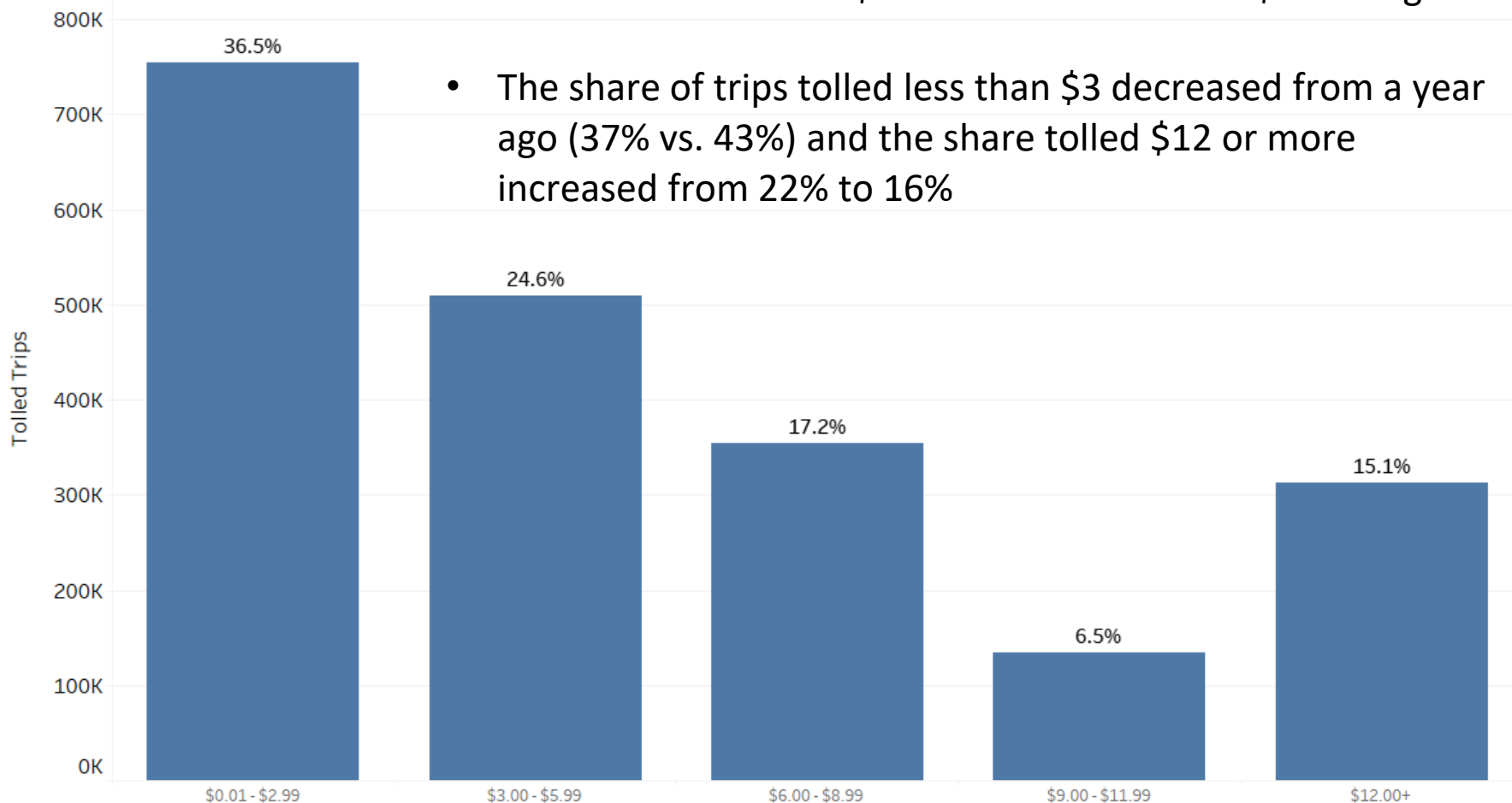
Quarterly Average Toll Paid by Time of Day

- The northbound average toll paid peaked at \$13.80 around 4 p.m., \$2.70 more than a year ago.
- The southbound average toll paid peaked at \$11.10 around 7 a.m., \$1.90 more than a year ago.
- Q2 2023 average toll paid was \$6.45 compared to \$5.50 in Q2 2022, 17% higher.



Toll Distribution

- Drivers made ~2 million tolled express lane trips in the quarter, up 2% from a year ago (Q2 2022). 37% of these trips were tolled less than \$3 and 15% were tolled \$12 or higher.
- The share of trips tolled less than \$3 decreased from a year ago (37% vs. 43%) and the share tolled \$12 or more increased from 22% to 16%



How Drivers Use the Lanes

In Q2 2023, about 719,000 unique vehicles made about 4.2 million express lane trips, as shown in the table below.

	A	B	C	D
	Trips this Quarter	Unique Vehicles	Trips Per Unique Vehicle	Unique Vehicles – Made Only 1 Trip
Vehicles Carrying Toll Tags	3.1 million (73%)	398,000 (55%)	7.8	125,000 (31% of column B)
License plate – matched to a FasTrak account	838,000 (20%)	217,000 (30%)	3.9	76,000 (35% of column B)
License plate – not matched to a FasTrak account	301,000 (7%)	104,000 (14%)	2.9	54,000 (52% of column B)
Total	4.2 million	719,000	5.9	226,000 (35% of column B)

CHP Enforcement



CHP provided over 2,500 enforcement hours in Q2 2023, filling 85% of requested hours. CHP patrolled 3% more hours but issued 17% fewer enforcement contacts than the prior quarter.

CHP made 3,138 enforcement contacts, 36% of which were related to HOV occupancy. The average cost to BAIFA per enforcement contact was \$91.

Appendix A: I-680 Express Lanes 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%
Q1	2023	2,164,166	3%
Q2	2023	2,331,921	8%

Express Lane Trips - Payment Type Share

	2021	2021	2021	2021	2022	2022	2022	2022	2023	2023
Blank	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2
HOV3+	19%	20%	20%	20%	21%	23%	23%	23%	24%	25%
HOV2	18%	18%	17%	17%	17%	17%	16%	16%	16%	16%
CAV	0%	0%	0%	0%	0%	0%	0%	0%	1%	1%
SOV-Tag	26%	25%	26%	25%	24%	24%	21%	20%	20%	21%
LP Read	26%	26%	25%	26%	25%	24%	27%	28%	28%	26%
Violations	11%	11%	12%	12%	13%	12%	13%	13%	11%	11%

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
2023 Q2	\$3,602,136	1,106,169

Quarterly Average Toll Paid by Time of Day Northbound

Year Q2	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	\$0.60	\$0.60	\$0.80	\$1.10	\$0.80	\$0.70	\$0.80	\$0.90	\$1.20	\$2.90	\$5.00	\$5.90	\$5.00	\$2.00	\$0.80
2023	\$0.60	\$0.60	\$0.90	\$1.30	\$0.90	\$0.80	\$0.80	\$1.00	\$1.50	\$3.50	\$5.70	\$6.30	\$5.80	\$3.00	\$0.80

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	\$1.10	\$1.50	\$3.40	\$3.90	\$2.00	\$1.10	\$0.90	\$0.90	\$1.00	\$1.10	\$1.50	\$1.70	\$2.00	\$1.00	\$0.70
2023	\$1.10	\$1.90	\$4.30	\$5.20	\$2.60	\$1.20	\$1.00	\$0.90	\$1.00	\$1.10	\$1.60	\$2.10	\$2.40	\$1.00	\$0.70

Toll Distribution

Toll	\$0.01 - \$2.99	\$3.00 - \$5.99	\$6.00 - \$8.99	\$9.00 - \$11.99	\$12.00+
% Tolled Trips	69.6%	10.6%	8.2%	9.7%	1.9%

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%	460
2023	Q1	Occupancy Citation	22%	245
2023	Q1	Verbal Warning	34%	371
2023	Q1	Other	2%	24
2023	Q2	Other Citation	29%	402
2023	Q2	Occupancy Citation	37%	509
2023	Q2	Verbal Warning	32%	437
2023	Q2	Other	2%	24

Appendix B: I-880 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%
Q2	2023	4,181,145	7%

Express Lane Trips - Payment Type Share

	2021	2021	2021	2021	2022	2022	2022	2022	2023	2023
Blank	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2
Blank	24%	28%	30%	33%	36%	36%	38%	39%	40%	40%
HOV3+	9%	9%	8%	8%	7%	7%	7%	7%	7%	7%
HOV2	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
CAV	29%	25%	27%	24%	22%	22%	19%	19%	20%	19%
SOV-Tag	20%	21%	20%	20%	20%	20%	20%	20%	19%	21%
LP Read	17%	16%	14%	14%	14%	14%	15%	14%	13%	12%
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
2023 Q2	\$13,231,062	2,052,109

Quarterly Average Toll Paid by Time of Day Northbound

Year Q2	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	\$1.90	\$2.70	\$2.70	\$2.00	\$1.90	\$1.90	\$2.30	\$3.70	\$7.10	\$10.60	\$11.10	\$10.50	\$8.50	\$3.60
2023	\$1.60	\$1.90	\$2.70	\$2.90	\$2.10	\$1.90	\$2.00	\$2.80	\$4.50	\$8.70	\$13.00	\$13.80	\$13.70	\$11.20	\$5.10

Quarterly Average Toll Paid by Time of Day Southbound

Year Q2	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	\$4.20	\$7.10	\$9.20	\$9.10	\$5.50	\$3.70	\$2.90	\$2.90	\$3.30	\$4.40	\$4.70	\$5.50	\$5.70	\$4.00	\$2.00
2023	\$5.00	\$9.10	\$11.10	\$10.50	\$7.90	\$5.30	\$3.80	\$3.40	\$3.90	\$4.70	\$5.30	\$6.50	\$6.40	\$4.30	\$2.10

Toll Distribution

Toll	\$0.01 - \$2.99	\$3.00 - \$5.99	\$6.00 - \$8.99	\$9.00 - \$11.99	\$12.00+
% Tolled Trips	42.6%	25.3%	15.4%	5.8%	10.0%

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
2023	Q2	Double Lines Citation	24%	749
2023	Q2	Occupancy Citation	36%	1,133
2023	Q2	Other	0.4%	13
2023	Q2	Other Citation	20%	634
2023	Q2	Verbal Warning	19%	609

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

