

Proposed BAIFA Toll Facility Ordinance Amendment: Detailed List of Public Comments Received (November 18 - December 18, 2019)

No.	Date/Time	Comment	COMMENT CATEGORIZATION (by MTC staff)												
			Tolls & Pricing	Clean Air Vehicles	HOV & Carpool	FasTrak	Enforcement	Access	Hours	Lane Perf.	Equity	Taxes	Other	Other Topic	
1	11/18/2019	My name is [removed by MTC], and I am a member of the [removed by MTC].I have the following comments about the I-880 Toll Lanes:There are severe equity issues with the toll lanes. I-880 travels through many communities of concern. Currently, I see many large, very expensive vehicles traveling the toll lanes on 680, and very few small, inexpensive vehicles. It's obvious that the tolls are prohibitively expensive for the poor, and trivial to the wealthy. Toll should be tied to vehicle registration cost. For instance, tolls for vehicles with values over \$60k could pay double the posted amount, and tolls for vehicles with values below \$7k could pay half the posted amount.	x										x		
2	11/18/2019	Don't know anything about the,												x	Outreach format
3	11/18/2019	HOV 3+ sounds too harsh. Maybe it should be kept to 2+. In my opinion 2+ carpooling should be rewarded a little more than buying a CAV and driving solo.		x	x										
4	11/19/2019	I cannot attend the meetings but here is my feedback, as a broke college student who drives 680 and 880 almost every day to get to school.Does toll cost increase with the amount of traffic? Using common sense, that would increase the amount of traffic outside of the toll lanes by decreasing the use of toll lanes. I think that one needs some serious rethinking...Carpool requirements on those roads are already for 2 people (not 3) on 680 & 880. Why change it halfway down the road just for the toll lane? That is just going to cause confusion and more traffic from people switching lanes in and out of toll lanes when they no longer meet the requirement.None of these proposed changes will do anything to decrease traffic and improve traffic flow - focus on that instead of making more money by those living in the bay area that can afford to pay high premiums for the toll lane. If not, then call it what it is... a priority lane. Charging people who can afford it to get to their location on time is an unethical practice when it directly opposes proven methods to decrease traffic.Tolls set dynamically with traffic flow - great if that means they will turn off in the middle of the day when there is less traffic. BAD if it means costs will go up and up and up and up the more and more and more traffic there is... with NO MAXIMUM? That is a recipe for disaster. Why would there be no maximum on tolls, when there is a minimum? It needs to be the other way around. There should be no minimum which means the toll lanes open with no traffic detected. There absolutely MUST BE a maximum. If not, what is to stop the toll agencies or the state from making toll lanes \$40 per toll zone, or a traffic amount sensor to go haywire and start charging \$200 per toll zone? There MUST be a maximum, and it shouldn't be any more than \$5, or \$1/mile depending on how long the toll zone is in that section.How about a toll discount for students traveling for school?!? Or, a discount for those who live directly near the proposed toll zones and bridges? They are the ones affected most because they live the closest. So, logically, they would be most likely to pay to use it if it were reasonable.You have the power to influence major change in the bay area for the better. Don't use this opportunity for greed.	x	x							x	x		x	GP Lane Impacts
5	11/19/2019	good												x	Non-specific
6	11/19/2019	I drive my 1999 Ford F-250 pickup truck (CNG Fuel - With Red Sticker) in the current I-880 HOV lanes. At peak commute times the lanes are frequently at or near capacity. I am concerned that switching these lanes to HOT lanes will decrease the speed at which I can travel and increase my commute times. Any additional cars in the lane (whether they are paying .25c or \$2.50 per mile) will slow my progress.	x	x								x			

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7	11/19/2019	I propose equal tolling for Clean Air Vehicles and Gas operated vehicles. Clean Air vehicles, being more expensive and due to unavailability of charging stations at most cheaper apartment complexes makes them only affordable to certain sections of society within the bay area. So, I believe lesser tolls for Clean air vehicles are very partial and serving the richer income population of the Bay Area. So, please revise the tolls on all expressways.		x									x			
8	11/19/2019	These lanes are criminal. We pay some of the highest taxes in the country, additional gas taxes for roads, and on top of all that you create an elitist lane for the rich. All lanes of the freeway should be free for all to travel. This theft from the people must end.											x	x		
9	11/20/2019	I support dynamic tolling, changing high speed lane priorities, and increased toll fees only IF these changes are purpose driven to address our climate crisis. The purpose of our HOV lanes should not be moving low occupancy cars faster - that's an antique principle based on 50s style mobility goals. We now desperately need road design polices that put our climate crisis in the forefront. So any change to toll lanes and fees should be pushing people out of cars and onto buses. Therefore, pricing should adjust with the goal of keeping the HOV lanes clear enough to move our buses quickly and efficiently. I drive a "clean air vehicle" (white sticker) and definitely cheat in the toll lanes on occasion. Our highway tolling policy should effectively stop me from this practice, and motivate me to get out of my car and onto transit. I challenge you to make driving harder for me, for the sake of the planet.		x	x										x	Environmental Concern, Public Transportation
10	11/20/2019	Per this vision that the express lanes be well performing, be a network for express buses, and move more people please make explicit in Section 6 of the ordinance that the executive director of BAIFA must manage the express lanes such that public transportation vehicles achieve an average of at least 45 mph in the express lanes at all times including peak traffic hours and as such will prioritize public transit speed above other factors including congestion in the non-tolled lanes and non-transit vehicles using the express lanes including high occupancy vehicles, motorcycles, and supposed "clean air" vehicles. In addition the ordinance should require BAIFA to regularly provide to the public data on the performance of the express lanes with regards to public transit. Please confirm receipt of this comment									x			x	Public Transportation; Performance Reporting	
11	11/20/2019	Roads are created, maintained and expanded on the tax revenues we Californians pay either by tax measures or gas taxes. Expansion lanes are paid by all who drive. It should be illegal to ask that we pay to use a lane that we have already paid for. That is double taxation which is why we revolted from England. Please cease and desist in this practice.												x		
12	11/20/2019	Subject I-680 No Toll to Half Toll: I am the [removed by MTC] for [removed by MTC]. We are the main employment location on I 680 with 30,000 employees and 600 businesses. We have nearly 400 ev chargers installed, a hydrogen fueling station, and a CNG Station. We have surveyed drivers and found nearly 10% of drivers now drive alt fuel vehicles as a result of this infrastructure investment. Requiring these vehicles to now pay 1/2 toll rather than use the lane for free seems to punish the commitment and investments we have made and the drivers have made to switch to EV's. Please consider revising the recommendation to maintain the clean air vehicle toll exemption. Thanks		x												
13	11/20/2019	I'm supportive of tolling. I think that 2 person carpools should get a 2/3 discount off the toll versus the proposed 50% reduction.	x		x											

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14	11/20/2019	Per this vision that the express lanes be well performing, be a network for express buses, and move more people please make explicit in Section 6 of the ordinance that the executive director of BAIFA must manage the express lanes such that public transportation vehicles achieve an average of at least 45mph in the express lanes at all times including peak traffic hours and as such will prioritize public transit speed above other factors including congestion in the non-tolled lanes and non-transit vehicles using the express lanes including high occupancy vehicles, motorcycles, and supposed "clean air" vehicles. In addition the ordinance should require BAIFA to regularly provide to the public data on the performance of the express lanes with regards to public transit.									X			x	Public Transportation; Performance Reporting
15	11/20/2019	We need to be sure to enforce the HOV requirements with stiff penalties. Also, we need to make sure that there are parallel bicycle routes to the freeway at all times. The money from the tolls should ONLY be used to fund public transit, biking, and walking, not for car infrastructure.					x							x	Public Transportation; Revenue Use
16	11/20/2019	Requiring 3 or more people per car is a HORRIBLE plan. It will make the regular lanes absolutely gridlocked and discourage people from carpooling. It will cause skyrocketing pollution from all of the additional cars sitting in gridlock. You need to do WAY more enforcement of the current 2 or more requirement and get rid of the solo drivers in electric vehicles that are causing SO MUCH of the problem in the express lanes currently. Solo electric vehicles and cheaters are BY FAR the biggest problem. Requiring 3 or more people will absolutely destroy my commute.		x	x		x							x	Environmental Concern; GP Lane Impacts
17	11/20/2019	HOV (2) should stay the same price as HOV (3), or have a maximum cap of some sort not to exceed \$5. Clean air should receive no discount, as their vehicles are designed to run better starting and stopping, and generally cost more.		x	x										
18	11/20/2019	In short: I support the fare model as proposed with 3+ (880) and 2+ (680) required for free tolls, and electric vehicles half price. We must sharply reducing toll lane cheating and must increase speeds with cushion above the federal requirement. We must do this not just because it is required, but because we were told that Express Lanes would only use up excess capacity and not negatively impact buses and carpools. We know this is not the case today. This can only be true if we do not set price caps, we aggressively prioritize public transit and carpool speeds, and we show the data to prove we have done just that. However, in the long term, we must get beyond express lanes. They bring in revenue but they do not significantly impact carbon emissions. We need to reduce carbon emissions dramatically.	x	x	x		x							x	Environmental Concern; Public Transportation
19	11/20/2019	I support raising toll prices and dynamic pricing IF the goal is to move us toward increased transit use.	x											x	Public Transportation
20	11/20/2019	Making few miles of express lane will never solve any real problem. It will just make everything worse. If you really want to make Bay Area's traffic situation better then make the left lane of every freeway express lane 24/7, 365 days a year.	x												
21	11/21/2019	I do not approve of reducing the discount for clean air vehicles at a time when we need to increase adoption of new technologies to fight climate change. We should be increasing incentives not reducing them.		x										x	Environmental Concern
22	11/21/2019	Why should we pay for public freeway systems? We pay enough with tax dollards and DMV fees so another "toll" is out of question absolutely not will just crowd our already crowded public streets and cause more traffic.											x	x	GP Lane Impacts; Local Street Impacts

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23	11/21/2019	This is absurd. Raising the rates and the carpool eligibility is holding those of us who travel for work with a coworker because that's how our teams work, hostage. This does nothing but anger people. Traffic and the Bay Area are already bad. Pushing two people drivers into the regular lanes is going to make it worse. Same with the EV changes. Taking away that perk will only help others not go ev at all. Good job in showing that you don't care about the public but only the money.	x	x	x											x	GP Lane Impacts
24	11/21/2019	Increasing the toll for clean air vehicles considerably reduces the incentives for commuters to purchase this type of vehicles. In a time of unprecedented climatic changes (and CA has seen a lot of these) accelerating the adoption of clean air vehicles shall be prioritized over traffic issues.		x												x	Environmental Concern
25	11/21/2019	Paying tolls to use our FREEways that we already pay for in our taxes is a time-tax on the poor. It will only serve to benefit the wealthy, who already have so many advantages and the poor will suffer by losing more time stuck in traffic. The tolls just expand the wealth disparity in new ways. This is not in line with my values and I am morally opposed to turning our HOV lanes into highways for the rich.											x				
26	11/22/2019	In response to the proposed toll changes.1. There should be no discounted tolls. It should be 100% or 0%. Discounted tolls make an already confusing system even worse.2. There shouldn't be toll roads at all. It should only be carpool or nothing. The whole purpose of carpool lanes were to reduce traffic by encouraging people to drive together. Letting the wealthy bypass this only clogs up the roads worse and gives entitled people more entitlement.3. It is criminal to be charging tolls when we are the ones paying taxes to build these lanes. Carpool or nothing.	x	x	x								x	x			
27	11/22/2019	I just wanted to say this is the most horrible idea in the world and we need to eliminate all of our tolls. Car registration fees are used to manage our roads. I vote now for these changes and hope other Californians agree. As a millennial I hate these rolls because I work pay check to pay check and don't find it fair we lose a lane and have to pay for the lane to use it .	x												x		
28	11/22/2019	Do not change carpool from 2+ persons to 1 open it up for carpoolers. Some families are choosing to remain small (for example not have kids) for environmental reasons and there already too many people in this world using limited resources and this incessant taxing would present as a hardship for couples who would otherwise be strong armed to pay up because they didn't have more kids to fill up their cars. Don't say to carpool because that's not the answer for everything and sometimes you just need to get across town without making us lose a lane. How about you expand the 680 corridor instead of needlessly and incessantly taxing taxing taxing!? People are fleeing California because of outrageousness such as this. Cut it out! There is NO reason to make the carpool go from 2 to 3 other than making it a pay day!			x										x	x	Environmental Concern
29	11/22/2019	Yes, please make these changes! The lanes are entirely too crowded right now, and there isn't nearly enough enforcement of the existing rules. Increasing carpooling to 3+, scaling rates, and increasing enforcement will better encourage more of us who carpool already to continue carpooling.	x		x			x									
30	11/22/2019	I do not agree with one policy for the rolling system which is the HOV system. I think people shouldn't have to pay toll at all if they are 2 or more people. Clean air vehicles aren't special from all the other vehicles so I don't think they deserve any breaks from tolls - it should just be based on occupancy. I think the express lane isn't really helping but causing more problems because you get some idiots driving slow on the express lane causing problems for other drivers. The main goal should be to increase the number of lanes either 2 express lanes or overall regular lanes increase.	x	x	x												
31	11/22/2019	I think the changes sound great. Specifically allowing single drivers to use the lanes but flexing the price up or down when it's busy, will reduce lane cheating and help traffic flow better when it's slower.	x					x									

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32	11/22/2019	There is no justification for changing rules on i680! While there are congested spots (Walnut Creek, Fremont) some of it is due to merging traffic onto/off highway or the ending of express lanes at that point. Additionally, we should be provide incentive to drive hybrid / electric and not charge at all for these lanes. Dedicated electric drivers have already invested with the idea that they would have these lanes as an advantage offsetting higher car prices and this is slowly being ripped from them.		x												
33	11/23/2019	It should be 2 people free not 3. Locals who use the freeway but don't commute are getting the shaft. It's not fair.			x										x	Local/Non-commute use
34	11/23/2019	I do not think that it is fair for locals who use the freeway to get around. Driving on the freeways should be free...we shouldn't have to pay a toll.											x	x	Local/Non-commute use	
35	11/23/2019	two not three for fee. Seniors will probably have to pay more.	x		x											
36	11/23/2019	I don't like how much these new lanes affect regular travelers that don't use the express lanes. 237 is down to 2 lanes of traffic and is horrific for those not actually in traffic. I drive daily from the south bay to the east bay and vice versa in the evenings. I'm suppose to be the counter commute compared to others. These new lanes have almost doubled the time I need to get to work and then home as no one wants to pay \$2 just to get a couple of miles ahead of everyone else.	x												x	GP Lane Impacts
37	11/23/2019	I carpool if you guys add a 3rd person I will no longer use the line on 680			x											
38	11/23/2019	Get rid of all toll lanes, and never think about it again.	x													
39	11/23/2019	This proposal seems to be taking away an already existing lane on the freeway to be used as a toll lane. So now the already overloaded congested freeways will be condensed down to 3 lanes during traffic time with carpoolers of 3+ and those that can afford to pay the fees using the fee lane. In an already highly over priced area of the country where residents are becoming poorer and homelessness at all all time high you're going to be charging drivers MORE money to use a single lane of freeway. While those poor people will be reduced down to three lanes causing them to waste even more time in traffic getting to and from their menial paying jobs. Doesn't the public already PAY TAXES on these freeways to use them and now you want to charge extra? I grew up in Southern California where lots of toll lanes like this exist and while drivers use them all it seems to do it cause more traffic for everyone else. Way to financially rape Bay Area residents more.										x	x			
40	11/23/2019	3 person requirement is ridiculous. CAVs should be free not half price.		x	x											
41	11/23/2019	Hov lanes should be 2-people.			x											
42	11/23/2019	2 persons should be free to use toll lane.			x											
43	11/23/2019	I do NOT like the carpool requirements going from 2 occupants to 3. My daughter with multiple disabilities has therapies with in 5 miles from our home. We use the carpool lanes to get there and back on time for dinner and quality of life. We can't afford to pay a toll!!! Do you have a disability fastrak?	x		x							x				
44	11/23/2019	It should be 2 or more or paid toll for singles.			x											
45	11/23/2019	The HOV lanes should stay free for 2 or more.			x											
46	11/23/2019	The number of people for a free carpool should NOT be raised to 3...			x											
47	11/23/2019	The new HOV lanes on 880 are unfair to local traffic. Two people per car is a much better option. A lot of people us this route not for commuting but for every day travel.			x										x	Local/Non-commute use

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48	11/23/2019	Do NOT raise the number to 3 for free toll. We have too many people on the road and this will congest the roads more. It's bad enough we pay tolls on a FREEway, and don't get me started on the Bay Bridge that was supposed to be free. Do NOT increase the number! I personally only have 2 in my family and this would mean that we will ALWAYS have to pay.	x		x								x	x	GP Lane Impacts
49	11/23/2019	I have cancer and have to travel to stanford at least once a week. It's not fair to change it to 3 people to use the hov lane for free. It costs me so much to pay for medical expenses that I couldn't afford another expense.	x		x										
50	11/23/2019	seems good												x	Non-specific
51	11/23/2019	No!												x	Non-specific
52	11/23/2019	I thought carpool lanes/ clean air vehicles were put in to reduce smog in the bay area first, and relieve traffic congestion second. With this new toll system, it only benefits the state's pocket and the rich! You can go faster only if you have more money. That's not a fair way to allocate the benefits. What about locals who have to sit in all that traffic to get their kids to school? They would no longer be able to take advantage of the 2 person carpool. Also, there should be a cap on the fees, it should not be "open" to anyone's interpretation of how heavy traffic is. That again only allows for the wealthy to take advantage if traffic is heavy.	x		x							x		x	Environmental Concern; Local/Non-commute use
53	11/23/2019	I do not agree with changing the occupancy to 3 people. 2 should be enough.			x										
54	11/23/2019	This entire concept is a scam to bilk already overburdened taxpayers with YET ANOTHER TAX. We are already paying a HUGE tax on gas that is supposed to be paying for improved roads and now its going to cost MORE money to simply use the roads we are already paying for? Where are the tax dollars going? Add more lanes and let everybody use them. Period! These should all be scrapped and spend the money fixing the ***** roads in the Bay Area. I AM TOTALLY OPPOSED TO THESE TOLL ROADS. IMPROVE MASS TRANSIT AND MAKE IT SAFE TO RIDE. That would be a great start. [MTC replaced words with asterisks to remove expletives]											x	x	Public Transportation
55	11/23/2019	All these lanes do is allow the rich to commute without doing anything for the environment. I carpool down 880 with 2 other people in the car and now the lane with be congested by people with money or company vehicles driving alone. At least the green vehicles with single people are helping. Instead you just want more money in government pockets.		x	x							x		x	Environmental Concern
56	11/23/2019	It's ridiculous that we'd even have to pay to use these lanes especially for daily commuters! Income for most isn't going up as fast as it is to survive here in the Bay Area! This is completely wrong!											x		
57	11/23/2019	You've aren't improving traffic you are finding another way to to tax us and penalize people trying to work. Stop the madness											x		
58	11/23/2019	Unfair. I drive people to Dr appointments, I'm thinking your 3 people count is for commuters. This is not appropriate.			x										
59	11/23/2019	Express lanes should allow HOV with 2+. Giving special discounts to HOV with 3+ will just cause more HOV with 2+ into other lanes and cause more back up.			x									x	GP Lane Impacts
60	11/23/2019	Carpooling with 2 people should stay free			x										
61	11/23/2019	Having hov lanes be required to have 3 people in the car for free punished all the local drivers!! 2 people is just fine.			x									x	Local/Non-commute use
62	11/23/2019	Regarding I-880 fast track flex--preference for 2 rather than 3 riders for free			x										

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63	11/23/2019	This is completely unfair to those who live here in the area. Start charging for those people commuting through our communities. I have to think twice now about going to my Dr. in Fremont a 12mile drive because of all the traffic. I have a job I moved here thinking I can take the 880 I can't. Every morning I have to go down Hesperian because the freeway is so congested. This is making more obstacles for people that live here paying outrageous rent, mortgage, food prices, daycare and now potentially having to sit in more traffic while those who can afford to pay for the fast lanes go by!											x	x	x	Local/Non-commute use
64	11/23/2019	2 people per car should be allowed to be free as well. Local people would use it to avoid being stuck in traffic.			x										x	Local/Non-commute use
65	11/23/2019	2 people should be enough for carpool lane. Not 3. That's not fair			x											
66	11/23/2019	Please reduce, not create more traffic.									x					
67	11/23/2019	I don't think increasing the occupancy to 3 is fair. Having driven 880 for over 20 years, now you want me to pay more? As I look around, I see a lot of 2 people per car, what makes you think people will add a 3rd? 2 person and CAV's pay 1/2 price? Wasn't the incentive to bring someone along or buy a CAV the ability to use the HOV lanes? Maybe a better solution is to provide better forms of alternate transportation means: safe bike routes, increased bus service, better BART service, etc. So, just like everything else, the lower wage earners will be penalized because it will cost for them to drive to work. Asking for comments seems like a panacea, it appears from the video that the decision is already made.		x	x								x		x	Public Transportation
68	11/23/2019	Requiring +3 riders per car in a section of 880 that is largely residential is unfair to local residents traveling a few exits to bring children from one place to another. The changes proposed really don't do much besides add to the issue of income inequality in the Bay Area. Those that can afford to use the toll lane will use it. Those that can't, and for whatever reason can't find two other people to drive to their local appointments with them, will sit in traffic.			x								x		x	Local/Non-commute use
69	11/23/2019	2+ ppl should be free. Single riders should be charged. They are usually the ones driving less than 65 miles per hour. I'm a hayward local and I commute to SF I already have to pay toll I don't agree with having to pay extra just to go to work in the am.	x		x											
70	11/23/2019	We shouldn't have to have fast track to ride in diamond lane if i have two people				x										
71	11/23/2019	Max cost should be \$5 for autos, \$10 for busses Autos 2 or more should be free, busses must be at least 50% occupied to be free Express lanes should be free/open to all on holidays and weekends	x							x					x	Public Transportation
72	11/23/2019	I think it's stupid!!!													x	Non-specific
73	11/23/2019	2 or more should be free. Local residents should not be penalized for not commuting.			x										x	Local/Non-commute use
74	11/23/2019	3 is too much			x											
75	11/24/2019	I strongly believe that the proposed tolling rules on the I-880 and I-680 express lanes should be treated the same as the express lanes on I-580 East and West. Having the 3+ be free and not the 2+ will increase traffic on the streets and cause more accidents to happen and more problems there.			x										x	Local Street Impacts; Safety
76	11/24/2019	Should be 2 people makes it free			x											
77	11/24/2019	Should be 2 people free, not 3. This would move more people			x											
78	11/24/2019	Stretches of freeway in these areas are often used by local community members to get to areas within our area for day-to-day activities like school. Increasing the number to 3 for toll to be free would not only create a financial burden, but would also create more traffic congestion on main streets and backroads.	x		x										x	Local/Non-commute use; Local Street Impacts

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79	11/24/2019	I don't have an electric car right now but do not understand the need to 'punish' rather than encourage those owners to pay? This sounds like just a way for California to get revenue and further crowd existing highways. Look at what a mess I-680 south from WC to San Ramon has become!		x											x	GP Lane Impacts
80	11/24/2019	1. Common sense would mean creating more space to alleviate congestion, not less. 2. No one in the current carpool lane is going faster than the other lanes, so this really is a fruitless option. 3. Asking tax payers to pay extra to use roads they already pay taxes for, to give them some sort of benefit of not being in traffic is disrespectful to all tax payers.	x								x		x			
81	11/24/2019	I live in Sac., for work traveling 680 corridor, using express lanes, cheaters jump in and out between cameras, this is a huge issue. You have legit cars going 60-70 mph and someone going 5 miles an hour jumps in....IMO there needs to be more cameras to eliminate/deter, or have lane obstacles plastic cones between lanes to deter. This happens 5-10 times in a 4-6 mile stretch, then you have to wait and slow down behind them, when they try to jump back into traffic when they know a camera is coming up.						x	x							
82	11/24/2019	This seems like just a way to constantly keep the taxpayers paying to use the freeways. Don't we already do that with our gas taxes and our other taxes in CA?												x		
83	11/24/2019	I am fine with the change to Express lanes, but am completely against any form of toll increase. We already pay the highest gasoline taxes and bridge toll fees in the nation.	x											x		
84	11/24/2019	The tolls should be based on the distance traveled. On 680, a northbound vehicle entering the freeway at Sycamore should not be charged the same amount as a car that has been in the toll lane since Crow Canyon!	x													
85	11/25/2019	I am in support of the express lane proposal.	x													
86	11/25/2019	The express lanes are not the solution. They just make the traffic worse. Also removing CAV vehicles from those lanes takes away one of the biggest advantages/incentives to have a more eco-friendly car. 237 has just been horrible since the new express lanes opened.	x	x							x				x	Environmental Concern
87	11/26/2019	Sorry but 3+ for free use is a rip off. Most people are single use cars so 2+ for free is fine but 3+ is absolutely not.			x											
88	11/26/2019	I feel that there needs to be consideration for locals in the area. On the 880 corridor, many of us have to get on the freeway to simply go 1-2 exits and the increase in traffic proposed by the new stricter regulations. I am in full support of toll lanes for longer stretches (what I have seen in Livermore... where you can only merge in and out between certain exits) so that those with longer commutes can pay tolls... but I do not want the carpool increased to 3, thus increasing the amount of people in the other lanes who will jam up the freeway for locals.			x				x		x				x	Local/Non-commute use; GP Lane Impacts
89	11/26/2019	If the changes result in as much added congestion as what has happened on 237 since rolling went into effect, it will be terrible. I work a very early shift to avoid traffic and even leaving Sunnyvale at 1:45pm, 237 East is now totally backed up. I fear the same will happen on 880.	x								x				x	GP Lane impacts
90	11/26/2019	Anything that changes to 3+ is no good. Carpool should be 2 or more.			x											
91	11/26/2019	Highway robbery!												x		
92	11/26/2019	Sad to hear that clean air vehicles still need to pay half toll. I would prefer to see no toll. Will this apply on the weekends also? It should on 880 as it is slow on the the weekends too. Please make express lanes applicable on weekends on 880.		x						x						
93	11/26/2019	Traffic is by far worse than before the toll lanes. Purely a money grab at the expense of families and commuters.									x		x			

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			Tolls & Pricing	Clean Air Vehicles	HOV & Carpool	FasTrak	Enforcement	Access	Hours	Lane Perf.	Equity	Taxes	Other	Other Topic		
94	11/26/2019	2 person should remain toll free; too confusing with the half toll.			x											
95	11/26/2019	Ridiculous. Money grab											x			
96	11/26/2019	Ridiculous												x		Non-specific
97	11/26/2019	1/2 toll for 2 passages is horrible			x											
98	11/26/2019	I did not attend.												x		Outreach format
99	11/26/2019	Totally inappropriate. Now the rich get to their destinations faster?										x				
100	11/26/2019	Not going to help the terrible traffic without BART in Livermore. Too expensive to use anyway! I avoid both freeways as much as possible, or do my shopping after 7pm.	x											x		Public Transportation
101	11/26/2019	i object to adding lanes that allow people with \$ to burn to arrive more quickly to their destination than others										x				
102	11/26/2019	It should be no toll for 2 person carpool with clean air vehicle, this should be for all roads.		x	x											
103	11/26/2019	We have the highest state taxes, toll roads are not the answer.... Tax to prosperity logic at its best	x										x			
104	11/26/2019	I don't know what the proposed tolling rules are. How can I find them?												x		Outreach format
105	11/26/2019	It's a waste. Get rid of it leave it how it was. Complete failure. Not only that but it's fraudulent how many people have errors and get charged when they should not. I probably have had 15-20 errors on by bill. I travel 50 miles a week and rarely on the freeway! So 60-70% of the time there was some type of error.				x										
106	11/26/2019	greedy											x			
107	11/26/2019	I have paid my taxes! Why are you asking me more money for the same? Road conditions are VERY VERY BAD as it is.											x			
108	11/26/2019	Express lanes are a horribly unfair concept that favors the wealthy that can afford to use them, and mistreats the middle class and poor drivers who can't afford to use them. So the wealthy blow by everybody while the commoners sit in traffic. Shame on everybody that enabled this unfair and awful concept.										x				
109	11/26/2019	This is ridiculous. Calif has higher taxes than most states and yet they want to create toll roads. Impeach Newsom											x			
110	11/26/2019	This is an excuse to gain more state revenue. there have been no expansions to the roads, only lanes being re-designated to make money. Meanwhile, huge new housing projects along the 580 and 680 corridor continue to add to road use. Just shameful.....											x			
111	11/26/2019	They are unfair, the usage hours of all day are unjust. We have paid for the 680 lanes and now we are charged to use them on non commute hours!!!								x			x			
112	11/26/2019	The half toll thing for 2 people is BS, should stay free for 2+			x											
113	11/26/2019	A complete betrayal of the clean air-vehicle promises. A naked grab for money on the part of CalTrans. Outrageous. Inexcusable. This will do virtually nothing to improve traffic, but will provide funds that CalTrans will almost certainly squander on not improving road conditions. Shame on you all.		x									x			
114	11/26/2019	horrible. piece of **** state. [MTC replaced words with asterisks to remove expletives]												x		Non-specific
115	11/26/2019	Shameless money grab. Defeats the purpose if you can just throw money and let single riders use it instead of encouraging car pooling. Roads are just as bad. Wonder where all the money is spent.			x								x			
116	11/26/2019	These express lanes are very inconvenient. Earlier the window was 5 am to 9 am, and 3 pm to 7 pm. Now they would be 5 am to 8 pm. It's just atrocious for an already congested road. Instead of coming up with more lanes, this scheme is just to milk the rich and harass the not so rich.								x		x				

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117	11/26/2019	Please make the hours of operation the commute hours. Having the restriction in the middle of the day, such as 10:00 to 2:00, is not good for the drivers - only the state!									x					
118	11/26/2019	Looks like arbitrary rules just from top of somebody head. It would be good to see math and statistics behind proposed numbers. I don't like part with taxing 2 people carpooling. I guess taxing EV need to be done at some point but I'm not sure we are there yet, it is not like lines are busy with EV now.		x	x											
119	11/26/2019	It is a money grab. How about FIXING THE FREEWAYS rather than charging \$8 to go 4 miles?												x		
120	11/26/2019	This will only force people to pay more and slow down the traffic! And then people will jump back and forth from toll lane to regular lane! Not helpful at ALL except you generate more money 💰 at the taxpayers expense!😞									x					
121	11/26/2019	Frankly, I'm sick and tired of paying the tax rate I do in this state. Gas tax. 10.5% income tax. Giant property tax bill. Sure, let's make people pay to use the roads too. What's going to happen here is rich people (hint, a lot of people in the Bay Area) will just pour more money into the General Fund which our legislature is going to waste.										x	x			
122	11/26/2019	May you can make free tolls for 2+ on 880. Carpooling with 3+ is really tough as picking dropping take lot of time.			x											
123	11/26/2019	Not good for the community at large, excellent for those who can afford it.											x			
124	11/26/2019	Wish the would stop changing the carpool sticker requirements!		x	x											
125	11/26/2019	I don't like it. People buy EV so they can use the HOV lane free. Now the new rule will discourage people to buy EV. Also 3-person car pool is hard to make due to different work location and schedule. This rule makes no sense.		x	x											
126	11/26/2019	All a total waste of money just making awful traffic situations worse. As worthless as sound walls and bike paths and flushing more money down that non-rule enforcing money pit known as BARTD									x			x		GP Lane Impacts
127	11/26/2019	I can't believe you are now going to charge if I have 2 in my car! That is outrageous! Now only the rich will be able to afford to drive in this lane. I guess only the rich deserve to drive free? How about helping the poor people that actually do share the car with another person? I see tons of single drivers on 680 because this is a rich area to live! It pisses me off that since they can afford it they drive with single drivers! I am a teacher and I drive with another teacher every day. So, we the poor now need to pay half toll? What is wrong with that picture????	x		x								x			
128	11/26/2019	I think that these lanes are an outrageous waste of money -- they do not help traffic but screw it up completely. In the meantime -- our freeways go unserved													x	Project Cost/Budget; GP Lane Impacts
129	11/26/2019	The changes are ridiculous!!! The fact that an EV vehicle has to pay but a motorcycle does not is plain dumb. Motorcycles are a hazard on the road ways weaving in and out of traffic and cause just as much space usage and damage to the roadways as all other cars. The fact that you now want to charge for 2 people in the car is ludicrous. You will now just jam up the roadways even more causing traffic to be worse then ever. Who the makes these decisions?? clearly someone who does not know what they are doing and does not use these roadways on a daily basis to experience the worse traffic ever starting at 2:30 now that you have added these horrible toll lanes! Greedy California government. It just needs to stop!	x	x											x	GP Lane Impacts
130	11/26/2019	Why does the plan not include better public transit options like public shuttle services to transport commuters between East Bay and South Bay commute hubs?													x	Public Transportation

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131	11/26/2019	How do you monitor 3+ people vs 2? I am traveling often with little kids in back seat. And what is the point of requiring the fastrack if you are free toll? How will this be enforced?			x	x	x								
132	11/26/2019	Cash grab, nothing more											x		
133	11/26/2019	I just bought a clean vehicle so that I could use the HOV lane! Even at half-toll, this will make my commute cost-prohibitive. Please don't do this!		x											
134	11/26/2019	his is a shameless cash grab and I'm embarrassed by how greed rules our state.											x		
135	11/26/2019	Absolutely terrible!!! 2 people and EV should pay zero toll!		x	x										
136	11/26/2019	Confusing money grab											x		
137	11/26/2019	Why are we paying to drive on road that we are already being tax's for? We pay high taxes in this state we shouldn't have to pay to use our roads. Stop robbing us!											x		
138	11/26/2019	Im in favor												x	Non-specific
139	11/26/2019	Tax the rich please. People who commute are those who are not able to afford homes closer to job hubs...										x			
140	11/26/2019	Infuriating. Why are you giving the rich a get out of traffic pass???? The goal should be reducing traffic for everyone. The people this hurts the most are those with the longest commute times because they can't afford to live closer to their jobs. When one lane goes unused or partially-used how is this improving traffic? I have kids, how are you going to see who is in the car to charge half price? Total joke and money grab. Hate everything about it.										x	x		
141	11/26/2019	Why would we charge zero-emissions vehicles with 1 occupant tolls, but charge gas-guzzling motorcycles with 1 occupant nothing? That makes no sense. We should be doing exactly the opposite.		x											
142	11/26/2019	Make sure the systems correctly charge when they are supposed to and not charge when they are not supposed to charge. I'm having trouble with my FasTrak.				x									
143	11/26/2019	Granting access to solo drivers is a horribly corrupt policy. Unless the fee is based on a percentage of wealth, it is effectively granting exclusive use of public infrastructure to wealthy people. It is also environmentally destructive in encouraging people to drive solo and bypass normal carpool/ev restrictions.	x	x	x							x		x	Environmental Concern
144	11/26/2019	I think the tolls are too expensive. What will the tolls be used for.	x												
145	11/26/2019	These lanes are a mess - impact the flow of traffic and cause accidents as cars weave in and out. We have already paid for the lanes via our taxes - let us use them for free.									x		x		
146	11/26/2019	I think this is very unfortunate. The Bay Area has gotten so expensive to live in as it is, an added toll (plus the change in carpool rules from 2+ to 3+) is another expense that will drive native Bay Area residents away. With Bridge tolls going up and this added expense, I think a lot of people can agree it is not becoming worth it to stay in this area.	x		x										
147	11/26/2019	I am opposed to the proposal for half priced tolls for Clean Air vehicles. This will decrease the incentives for purchasing electric vehicles over gas powered cars and sets back the dire need for reducing emissions to combat global warming. People who recently purchased electric vehicles with the "promise" that they would have toll and HOV lane access over the next 4-5 years will be cheated from the economic benefits of not paying road tolls but still paying electrical costs to power their vehicles. I am on the 680 corridor during commute hours, and EVs make up a small percentage of vehicles on the toll lanes. I do see a large number of cheaters that seem to account for MANY cars in the lane - no blinking FastTrak when they pass under the sensors. I would like more enforcement of cheaters, rather than penalizing people who purchased EVs in good faith, are following the law, and are contributing to environmental health.		x				x						x	Environmental Concern

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148	11/26/2019	This is wrong. The HOV lanes should incentivize reducing air pollution (carpooling, electric cars), not giving rich people a way to pass poor people on their way to work.		x	x							x		x	Environmental Concern
149	11/26/2019	The express lanes will be just as crowded as regular lanes if solo drivers are allowed. Just a ploy to squeeze more money out of citizens.									x		x		
150	11/26/2019	This is just another example of income inequality where the wealthy become immune to the problems of the Bay Area. The wealthy shouldn't get their own lane when they already have houses closer to where they work and recreate. Instead of investing in public transportation infrastructure, money was poured into making these carpool lanes toll roads. This is a socially and fiscally regressive policy.										x			
151	11/26/2019	They are the absolute worse thing ever installed in the Bay Area. I grew up here, 52 years, and you have created a nightmare. Only the rich can afford the lanes. Since, the semi trucks use two lines, the cars are basically down to one lane. There is traffic all day long now, not just during commute. I know that California is all about money but stop taking from the working class.										x			
152	11/26/2019	Yes to carpool lanes. No to tolls for Express lanes. Public roads belong to the public. They should not be providing preferential services to those who can pay.	x		x							x			
153	11/26/2019	I-880 is already too congested during office hours. By adding Fastrack only lane will add to the more traffic congestion. It make sense to add new lane and do toll on it not on making existing lane as FastTrak lane.	x								x				
154	11/26/2019	Please exempt ev vehicles from paying this regressive tax. We were promised (time limited) hov lane access by making an investment in the environment and in California's economy. If the plan to offer a reduced express lane rate for ev's goes through, it would be a trust breaking moment and would prevent me from believing any future promises made by the state. Please find another way.		x											
155	11/26/2019	I don't think carpoolers should have to pay the fast trak fees	x		x										
156	11/26/2019	I go from Livorna to Diablo. I believe that there needs to be a metering light on the stone valley entrance. I am a teacher so I need to be to work on time. After dropping of kids at day care I might have to use the express lane but to go only a few exits and to pay that much is outrageous at least for a teacher who does not receive a cost of living adjustment.	x												
157	11/26/2019	The whole system has caused more trouble than what it's worth the flex pass gadgets never work I spent countless hours on the phone trying to get my money back when I'm carpooling along with my husband's money when we are carpooling clearly ripping the public off and we pay exorbitant taxes already. People who are not carpooling weave in and out of the carpool lane anyway without paying it is just a nightmare. Not a real brilliant idea and spending all our taxpayers money it's a crying shame really				x	x								
158	11/26/2019	I hope this will catch the toll evadors riding through the car pool lanes					x								
159	11/26/2019	I like the idea of the half tolls so that people in EV or 2 person carpools aren't using the lanes for free, which frees up more space for true carpool vehicles.	x	x	x										
160	11/26/2019	Good idea! However, there's almost no enforcement so what's the point? Also, motorcycles should be able to use all lanes at no cost, they are doing more to relieve congestion and help the planet than ANYTHING else!					x								
161	11/26/2019	Idiotic. Having carpool lanes but charging for carpoolers is crazy. I think if you tried way harder you'd find a way to make this more complicated, but you've done a pretty fine job so far	x		x										

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162	11/26/2019	I've found them annoying. The way individuals were told about the changes to the toll rags was problematic. I also see so many more dangerous incidents with drivers swerving in and out to avoid tolls. They are also so expensive at times, only the rich can afford to use them. Maybe have a 'free' one once a month for those of us using toll tags or something. I would prefer to see money spent on improving the public transit network as it's so bad. <u>The roads are full of potholes as well.</u>									x	x		x	Public Transportation
163	11/26/2019	The current toll road structure seems to be working. If you increase the tolls, this will continue to push more users into the congested lanes of traffic.	x												
164	11/26/2019	Increasing population and cost of living will accelerate the exodus out of California.												x	
165	11/26/2019	Worst idea to remove access to EV vehicles and how many tolls we have to pay to even get to work		x											
166	11/26/2019	If these proposed lanes are anything like the ones on I580 East and West through the Diablo Valley then all you are doing is throwing good money after bad. There is NO control in those lanes as drivers are free to jump from one to the other and back again once they get past the overhead sensors. I have seen it countless times on the I580 corridor. It even occurs on the I680 corridor between Sunol and Milpitas, although you do have DESIGNATED entrance and exit lanes that are sadly missing from those on I580 and I680 is just a porous as I580. <u>And, I rarely see a CHP vehicle anywhere near any of those FREEways.</u>					x	x							
167	11/26/2019	It is absurd to have no toll for 3+. We have only 2 members in our family. Where am I supposed to hire the third person from?	x		x										
168	11/26/2019	Increasing exclusivity of toll lanes hurts our most vulnerable low income community members while backing up other lanes creating more congestion and carbon footprint..."Idling for more than 10 seconds uses more fuel and produces more emissions that contribute to smog and climate change than stopping and restarting your engine does." <u>Very disappointed!</u>										x		x	Environmental Concern; GP lane impacts
169	11/26/2019	we need an express lane on I880	x												
170	11/26/2019	they are not going to help but make already congested roads even worse because you are not adding new lanes!									x			x	GP lane impacts
171	11/26/2019	Shameful robbery I already paid the road tax hence it is double dipping Secondly you need to maintain the HOV speed , there are many days the hov lane is as slow or slower then regular lane. Third all roads are full of pot holes , interchanges are completely inefficient and hazardous . Lastly \$9 for a toll like 680s is very expensive, I would like to have a citizens oversight committee to review the toll income and expenses and approve spending	x								x		x		
172	11/26/2019	Why are the tolls increasing? Why do "clean air" vehicles get a cost break. These vehicles already avoid any gas taxes that are used to build and maintain roads. Plus a "clean" vehicle could drive 200,000 miles per year and a regular vehicle could drive 10,000 but the regular vehicle pays and the clean vehicle pays nothing.		x											
173	11/26/2019	I think it is absolutely criminal and short-sighted. We already pay taxes for our roads and this is just another way to tax people. You could have invested in putting in more public transportation but instead you chose an existing road to extract more money out of citizens. Why didn't you put in a BART line down the 680 corridor and connect the BAY more? People don't want to sit in stagnant traffic and surely many people would have used it. <u>Not as cost efficient as adding some toll lanes huh? You suck at your job.</u>												x	Public Transportation
174	11/26/2019	The rules should be the same for all express lanes to avoid confusion.	x											x	Consistent Rules

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175	11/26/2019	It is very frustrating to see an empty lane during traditional Non-Commute hours, 9a-3p, while there is plenty of traffic in all of the other lanes. The toll lanes should be open to all (no charge) during this time. Also, carpool has always been 2+ except over certain bridges. Carpool 2+ should remain toll free, along with motorcycles AND Clean Air Vehicles. All others should pay full toll. But only during traditional carpool hours. The perception seems to be that the focus of carpooling to reduce traffic congestion and improve air quality has shifted to let's make more money so we can give big bonuses to the people at the top. Regardless of how true that may or may not be, it is frustrating to pay such high gas taxes to fix our roads (then to have some of that money re-appropriated for other purposes) and then to tax us again via a toll road. This foolishness has just got to stop.	x	x	x					x			x		
176	11/26/2019	It appears that this was the plan all along when the express lanes were opened but did not communicate to the public about 3+ people which is not common as a majority of cars. This should have been common knowledge to the general public and voted on.			x										
177	11/26/2019	Dumb, Dumb, Dumb. Clearly you haven't yet settled in on the basic purpose of Express lanes.	x												
178	11/26/2019	Adding a toll lane won't help much. Are there cameras every where to prove that a car has enough people in it to be considered a carpool? If you have to have a fastrack to be in that lane won't we get charged to be in it?	x					x							
179	11/26/2019	I believe that the tolling lanes are part of the traffic problems, why do we have to pay to use lanes that were built with federal taxpayer money. Most of us can't afford to pay more than we already pay in taxes, so we have sit in traffic.	x									x		x	GP Lane Impacts
180	11/26/2019	This is VERY confusing and discriminatory. Low/ limited income people once again will be left behind and those who can afford these unwarranted tolls will move ahead. Is this really about clean air, traffic control or making a buck? Very elitist and privileged approach to public highway management.										x			
181	11/26/2019	Don't. You're creating more congestion in the non express lanes and increasing everyone's commute time, just like what has happened on 237. The express lanes are fundamentally unfair for to those who can't afford the lane tolls.										x		x	GP Lane Impacts
182	11/26/2019	Should not have toll lanes (Lexus Lanes). Go back to carpool lanes.	x									x			
183	11/26/2019	What happened to our tax dollars? Only the wealthy can pay without giving a second thought. The less fortunate will suffer even more. One more tax for Californians!										x	x		
184	11/26/2019	I am against loss of use for any lane paid for by the public.	x										x		
185	11/26/2019	EV vehicles should have free access to these lanes. How are we going to be billed 50%? We paid taxes up front and it was a major incentive to buy an EV car		x											
186	11/26/2019	The rules have been always 2 or more are free, but now you are trying to get more money from us two which I think is unfair.			x										
187	11/26/2019	Express lane are very welcome and wish they were on all roads in the Bay Area.	x												
188	11/26/2019	Toll lanes are for people that can afford them. Also, toll lanes are from 5am-8pm which will cause earlier traffic and more congestions. More cars will idle and at a longer period which in turn is worst for the environment.								x		x		x	Environmental Concern
189	11/26/2019	It might actually increase congestion now that the incentives have actually reduced, you need 3 people to get free HoV, which means folks who carpool with 2 now will reconsider carpooling as there is no benefit. I dont think this solves our porblem, may make it worse.	x		x										

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190	11/26/2019	Increasing the carpool eligibility to 3 is inconvenient. I have 2 car seats. I drop my kids to school and carpool to work with another person. Please consider not increasing the no toll limit to 3 persons.			x											
191	11/26/2019	I would rather wished we spend more money on public transportation. The whole idea of reserving one paid lane makes traffic worse. Develop affordable public transport with more coverage.												x	Public Transportation; GP Lane Impacts	
192	11/26/2019	no!!!												x	n/a	
193	11/26/2019	I think the current express lane tolling rules are working fine and do not require adding a 2nd tier of tolling for 2-passenger and clean air vehicles to help regulate traffic flow. I drive I680 every weekday from Danville to San Jose, and frequently use the express lanes at peak times. I do not see any slow down of express lane traffic flow with the existing rules, other than when there are accidents. This seems more like a convenient excuse to add additional tolls	x	x	x											
194	11/26/2019	You haven't built any new lanes, you are just taking lanes that currently exist. Trucks already occupy the right 2 of 3, and when that becomes a toll lane you put everybody behind the trucks. How about allowing the big trucks access only between 8PM and 4AM? That way there is more space for the cars.	x							x				x	Safety	
195	11/26/2019	There should be NO TOLLS. Your rules changes are just another money grab and I oppose them.	x											x		
196	11/26/2019	Electric vehicles should not be allowed if they don't have number of people required. Why do they still get preferential treatment.		x	x											
197	11/26/2019	We pay enough in taxes and tolls without this extra expense. No thank you.	x											x		
198	11/26/2019	I do not agree with this proposal. This does not provide equatable mechanism. Instead of improving and providing dedicated public transit options, this is what you come up with because this is easy to implement. We are already paying more tax than any state in United States. Why should we have to pay more for toll roads?	x										x	x		
199	11/26/2019	No this is ridiculous	x													
200	11/26/2019	we should encourage people to buy EV by continuing to allow EV free access to carpool lane for a limited time (a few years, as is the current rules). do not change this to half-toll. carpool lanes is not congested as it is. so why penalize EVs and 2-person carpools? it will only increase congestion in regular lanes.		x	x									x	GP Lane Impacts	
201	11/26/2019	Not fair for retired citizens!	x													
202	11/26/2019	It seems that the "express lanes" slow down the traffic flow doe to congestion in the carpool lans and the regular traffic lanes.	x		x									x	GP Lane Impacts	
203	11/26/2019	I hate the idea of having to pay to use a road my taxes paid for. Also, this will make traffic worse for those who won't, or can't, use the FasTrak lane. It seems like just a money grab to me.	x										x	x	GP Lane Impacts	
204	11/26/2019	This is totally insane to cut the existing lane and dedicate it as Toll lane. Construct extra lane and dedicate that as Express lane.	x											x	Build new lanes	
205	11/26/2019	This is double taxation. The lanes should be open to all during midday hours for people such as myself (retired) can use them. On the 680 from Walnut Creek to Dublin they are often empty. I have paid my taxes & paid my dues. As a retiree with less income having to pay is a burden.							x		x	x				
206	11/26/2019	bad idea to charge two people or clean vehicles. Not the problem, will cause more traffic issues in the non-toll lanes. Poor planning!!!!		x	x									x	GP Lane Impacts	
207	11/26/2019	Dont see the point of Express lane. Will cause more congestion without adding more lanes. With 1 to 2 lane less for average driver, travel time will take longer from point a to point b	x											x	GP Lane Impacts	
208	11/26/2019	What are the changes on 680?												x	Outreach format	

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209	11/26/2019	I believe the toll lanes on 680 and proposed 880 are making traffic worse. They are also discriminatory to working class and socioeconomic disadvantaged who need to Drive the farthest and cannot pay the toll. Making it harder for people to work higher paying jobs around the bay. All lanes should be open to all outside of actual carpools.	x		x								x		x	GP Lane Impacts
210	11/26/2019	I think that it is HORRENDOUS that tolls are being charged for our roads after all the super high taxes we are already paying! Also having seen the various fast-track lanes already installed, they are making traffic far worse especially for people without the ability to pay the fees or buy a new car. DISGUSTING that these lanes are going in!!!	x													
211	11/26/2019	Getting 3 car pool riders is not feasible. And I have an electric car and make no sense of being env friendly to say no pollution		x	x										x	Environmental Concern
212	11/26/2019	I think it will leave out the already underpaid people struggling to make ends meet. Now just the people who make 100k a year will use them while the rest of us sit in gridlock. You are not adding lanes.										x				
213	11/26/2019	Carpool should be 2 occupants only, should not be 3. We taxpayers already pay our taxes for the roads we use. This is just another way to get more money from us for a very inefficient planning			x								x			
214	11/26/2019	I'm good with the proposed rules including 1/2 tolls for carpool of 2+ and CAVs, however, that would be contingent that the tolls are used to maintain the roadway as originally proposed. I've seen signs on 680 that are not operating correctly for long periods of time. Since we are paying tolls for maintenance of the system, that is unacceptable.		x	x											
215	11/26/2019	I can't believe you are proposing clean air vehicles with a paid exemption sticker would be charged half toll. We pay for a very expensive car that qualifies and register our car (with a fee) in part to have access to those lanes and to avoid paying those fees. Completely not ok to take that away.		x												
216	11/26/2019	two people in one car and clean car with carpool sticker should keep free with no charge.		x	x											
217	11/26/2019	I have no problem with rules; I have a problem with people not obeying them, and of course there never seems to be any consequences!					x									
218	11/26/2019	NO WAY!!! DO NOT SET THOSE LANES UP IN ALAMEDA OR CONTRA COSTA COUNTIES - HIGHWAY ROBBERY - literally.	x										x			
219	11/26/2019	I applaud the access fee for clean air vehicles but object to the increase of occupancy to 3+ for free access.		x	x											
220	11/26/2019	Better use of tax dollars would be in public transportation not toll roads												x		Public Transportation
221	11/26/2019	The tolls are insane and need to be removed. I will vote against anyone who has any hand in this crap.	x													
222	11/26/2019	leave to the politicians they will take all our money.											x			
223	11/26/2019	Terrible idea. Will make traffic worse for the other lanes. It's yet another tax....we already pay for the roads. For the 80 comments I have read, only 2 were in favor of this new plan. Put it as a ballot measure and see how much support it gets											x	x		GP Lane Impacts
224	11/26/2019	Currently the carpool lane on 880 is for 2+ more in a car and the proposed is 3+ would be free and 2+ would be half the toll. I would propose that 2+ is free.			x											
225	11/26/2019	These toll lanes are a double taxation and do little or nothing to ease traffic congestion. They should not be allowed.											x			
226	11/26/2019	The half toll for two people is ludicrous	x		x											

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227	11/26/2019	It's a horrible idea. It's now cutting down on a lane 24/7 instead of morning and afternoon commute hours. They keep cramming in more people on vertical housing but do not increase road capacity. This is insane. Don't take a lane away								x					x	Build new lanes
228	11/26/2019	Changing carpooling requirement from 2+ to 3+ is terrible. I haven't seen any data provided to mandate such a requirement and would impact regular carpoolers of 880 significantly.			x											
229	11/26/2019	I do not like it. Please stop stealing the lanes that were originally free and putting a charge on them. Nice way to make income levels feel even more difference from each other.	x											x	x	GP Lane Impacts
230	11/26/2019	I think it totally defeats the purpose of carpooling.. Will be violating this during my commute..			x											
231	11/26/2019	You can't double charge. Make the carpool lane free. No special privilege for electric vehicle.		x	x									x		
232	11/26/2019	If you guys need money, what about repealing prop 13 rather than taking money from people who are trying to go to work?												x		
233	11/26/2019	You are charging us for lanes we have already paid for. Nothing but crooks running this state												x		
234	11/26/2019	I carpool with a colleague from Walnut Creek to San Ramon. The half toll is removing the incentive for us to carpool together.	x		x											
235	11/26/2019	carpools should still be 2 people not 3 otherwise congestion is even worse on other lanes. Giving EV users a discount on HOV is OK by me. Don't you think California taxes enough especially after recent gas tax hikes.		x	x									x	x	GP Lane Impacts
236	11/26/2019	extreme dislike													x	Non-specific
237	11/26/2019	I like Dynamic Pricing model and increased monitoring to catch the cheaters but feel that the it should be toll-free for 2 or more per vehicle and eligible cleaner air vehicles. We purchased a Volt for my wife to use in the HOV lanes. If HOV lane were not toll-free for Volt, we would not have purchased a cleaner air vehicle.	x	x	x											
238	11/26/2019	its the worst decision u can take to help out the traffic situation on 880 to 237. instead of adding one lane to help out traffic situation u basically reduced one lane for commuters and now traffic is worst whole day. there is not a time of the day 880 to 237 junction is not packed and same goes for 237 freeway in general. if u are adding express lane, keep them during office hours (like HOA hours 5-10am and 3-7pm) and open for all for remaining hours	x							x					x	GP Lane Impacts; Build new lanes
239	11/26/2019	This is robbery of the citizens who already pay for these roads and now they are being asked to have worse traffic and pay more government fees even if they are carpooling. This is shameful!			x									x		
240	11/26/2019	Don't see why change the no pay rules fir car pool from 2 per car to 3+.seems like gouging to make money.	x		x											
241	11/26/2019	It is a terrible idea. It will to congestion to two of the worse commutes in CA and in the nation. People with EV vehicles will not pay the additional tolls and will start using the regular lanes which means even more traffic.	x	x											x	GP Lane Impacts

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242	11/26/2019	The implementation on 680 between San Ramon and Walnut Creek seems to have made things worse. The accident rate immediately increased in the corridor, which also made traffic worse. When attempting to use the lane, it is often over-crowded. I do, however agree that it is time to restrict single-occupant "clean" vehicles. The 50% toll seems fair and may be enough to relieve congestion but still offer an incentive that relieves pollution. I am skeptical that the collection of another tax (essentially what this is) will actually lead to better roads or overall benefit to the citizens of CA. Driving on highway 10 though AZ, NM, and TX, this past spring, it's sobering to see how much better their roads are AND how much lower their taxes to support those roads are. Note the immediate \$1+ drop in gas prices as you enter AZ and how much smoother the highway is! Then, take a drive on 680 over the Sunol grade, where toll lanes have been in place for several years. The difference is stark and points to mismanagement of funds in CA	x	x										x	x	GP Lane Impacts; Safety
243	11/26/2019	Great idea!	x													
244	11/26/2019	I can't comment on something I haven't been educated on but in general, I don't understand the express lanes.	x													
245	11/26/2019	I am against it, but - will you really listen what people say?	x													
246	11/26/2019	Many of us are wondering who came up with this brilliant idea of making the already congested carpool lane even more congested, of spending tax payers money on an infrastructure that only the rich would benefit from. It's obvious that this is not helping to improve the already super crowded 880 and 680. Tax payers and voters alike should know how these measures are proposed and placed into action, so that they can avoid these brainless or self-serving (or maybe both?) politicians in the future. Thanks!!	x								x	x				
247	11/26/2019	I have lived in the California Bay Area for 64 yrs. and I can't believe that after raising car reg fees for roads, the gas tax may have some road provision in it, etc. that now I am now going to be forced to pay to drive on the FREEWAY!!!!!! This is not New Jersey with their turnpikes. If the previous governer had not stated letting everyone and his cousin get drivers licenses, this might not have gotten out of control as it has. Besides this is rely just an exercise in futility because no matter what the people say the powers that be will always win out because you all have something to gain from it. The peons have only to loose. I know why you do this to give the illusion of fairness when your going to do what you had intended from the start	x											x		
248	11/26/2019	Hate that it requires 3+, 2+ should be good.				x										
249	11/26/2019	Very unhappy with the 3+ for free toll, getting 1 extra person to carpool can be tough already.				x										
250	11/26/2019	Crap. Scam. Traffic will now be horrendous. Don't like it one bit.	x												x	GP Lane Impacts
251	11/26/2019	Carpool should be 2 or more. Not 3 + this is a ripoff EV still need to pay the full price	x	x	x											
252	11/26/2019	ENOUGH IS ENOUGH. No new lanes were made -- you take away a lane and now charge for something that was part of the original freeway -- The Express Lane to Walnut Creek via 680 can cost up to \$10+ in morning and evening commutes!!!! This is just BS!!	x											x	x	Build new lanes
253	11/26/2019	The new HOV lanes on 680 have caused so much more congestion all day long and people are going through the towns when the freeway is busy and causing more traffic through the town of danville at least.									x				x	GP Lane Impacts; Local Street Impacts
254	11/26/2019	I dont remember voting on this! Who are the handful of people that decide this without input from those that this affects, the people who use the highways. Only those who can afford these will use them.										x				
255	11/26/2019	clean air vehicles should be treated as car-pool vehicles without paying any toll. Also the time effected for express lanes should be limited to rush hours only		x							x					
256	11/26/2019	The extensive hours of toll enforcement makes it unnecessarily crowded for mid day drivers									x				x	GP Lane Impacts

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257	11/26/2019	Where is info on the proposed changes?!??													x	Outreach format
258	11/26/2019	More perks for the richest while the folks who wash their cars and clean their houses get the shaft yet again. Trump and the GOP win. Nice move, California (NOT)!											x			
259	11/26/2019	The average working joe/people late to work, haven't a chance. When I saw \$7.75 to go from Alcosta Bl to Danville, I was appalled ! And, just like the 1%, the little people suffer	x									x				
260	11/26/2019	The carpool lane should be for carpools only. There should be no toll option. That just encourages people not to carpool. Requiring 3 people in a carpool also encourages people not to carpool. There are so many times two people carpool even though it's inconvenient. Now, since they have to pay anyway, they just won't carpool. I will be voting the current government out of office.	x		x											
261	11/26/2019	I think this is a great idea: the 880 HOV lanes really don't work right now and having them be automated Express Lanes will help the traffic flow better.	x													
262	11/26/2019	The new requirements, in my opinion, are a bit short sighted. I have been carpooling I-880 North from Mowry to I-80 since 2011. I do not believe setting pricing for less than 3+ is the solution. Yes, the carpool lanes are slow at many points on 880, but that is because of all the merging at major areas - e.g. 92, 84, etc. The normal lanes are so slow that mergers (especially those who wait last minute) almost come to a stop to get over to exit. This is causing the carpool lanes to slow. I believe that the proper entry/exit points are the biggest issue. By your new rules, you are encouraging more traffic in normal lanes, causing an even worse situation. Your solution, in my opinion will simply be pricing out many commuters - which now encourages more pollution and slowdowns.	x		x				x		x			x	GP Lane Impacts; Environmental Concern	
263	11/26/2019	Increasing from 2 to 3 people required for carpool is total insane and going to penalize people in regular lanes. Please reduce the cost of toll so much that atleast 10% of people take the toll road.	x		x											
264	11/26/2019	This exercise is done in order to mint money from commuters - rather than make the life easier for commuters. There is no infrastructure improvement related projects that I can see on the I-880. No lanes are added. All you are doing is ..."install some boards & fastrak tag readers & cameras in the carpool lane - and start calling it express lane - and start charging money from commuters". Are you going to be held accountable if the express lane doesn't move at a minimum of 45 MPH? If Not, the whole proposal is a sham, let alone the \$135 Million Dollars of money that is spent for only the I-880 portion of the project.									x		x			
265	11/26/2019	I do not think we should have to pay to drive on the freeways. We already pay taxes for that. Carpool should be carpool (2, 3 or more) only.			x									x		
266	11/26/2019	I don't think it will benefit the people in general except that rich people get a preference and others get stuck even more due to lesser number of lanes to drive in.										x		x	GP Lane Impacts	
267	11/26/2019	You are removing a perfectly good lane from the general public for the exclusive use of rich people who can afford the toll. The carpool option does not work for most people. Congratulations!			x				x		x					

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268	11/26/2019	Two seat vehicles Toll Free with Two people. Since they cannot accommodate a third person. This would make sense. In times when available, re-label digital signs to say FREE TOLL, rather the Current OPEN TO ALL . In most times, these lanes will go unused since a number of drivers will avoid paying for a luxury unless they have to or can afford to. Or they will try the in-and-out technique avoiding transponders. I see this all the time currently through Milpitas and Fremont 680 corridor. In fact just the other day, by not one, but several cars weaving in and out. This is dangerous. By raising or high pricing, will alienate the drivers who are under economic stress and could hamper their work or possibly threaten it due to traffic. Think what Apple did with songs and the app store. Quality maybe be good in some circumstances, in this case quantity wins out, and the freeway gets use. Reducing pricing would be one way and allow everyone the ability to use these lanes. <u>Otherwise why even build them?</u>	x		x				x	x					x	Avoiding Readpoints
269	11/26/2019	They are completely elitist. People with comfy, corporate jobs will use them but anyone living paycheck to paycheck will not. The sad thing is it's usually those in the lower-paying jobs that will be penalized for being late for work. Corporate jobs are way more understanding if you're a few minutes late. So we're just helping rich people be on time to jobs that they don't need to be on time for. Note: I worked retail and am now in a corporate job, so am speaking from experience.											x			
270	11/26/2019	This is going to be a disaster. Most people can't afford the express lanes, and that means the OTHER lanes will be even more crowded than they are now. VERY BAD IDEA.	x										x		x	GP Lane Impacts
271	11/26/2019	It's too expensive and doesn't really do anything much. There's just too much traffic and by building more houses, we're only making it worse.	x									x				
272	11/26/2019	I am opposed to the toll lane, but they are here, so ... I think the prices are outrageous during commute times. If the prices were less, more people might use them which would mean less traffic for the other lanes & more money from the tolls. Also, I always see people dangerously changing lanes before & after the cameras to avoid the charge. More frequent cameras and increased police enforcement are needed. I do agree that electric vehicles should pay for the use of the lane, just like gas powered vehicles. The fact that they only have to pay half is reasonable. Those vehicles use & wear out the roads just the same, and don't pay for road repair via the gas tax. At half the price, they will get a benefit for their low emission vehicle, but also contribute to road improvement.	x	x				x	x					x	Avoiding Readpoints	
273	11/26/2019	It takes away existing lanes and causing more traffic jam.										x			x	GP Lane Impacts
274	11/26/2019	Why don't you fix the freeway lanes before you waste tax payer money on lanes that are going to cost the tax payer more money												x		
275	11/26/2019	I think it is terrible to require 3 riders to have "free."			x											
276	11/26/2019	Toll lanes regressively impact economically disadvantaged people. They will have longer, slower commutes. If they're not carpooling already, why would they now?			x								x			
277	11/26/2019	I am against all express lanes. I don't believe in social engineering by giving people free stuff if they act they way someone wants them to.	x													

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278	11/26/2019	The traffic on the highways are unbearable. The toll lanes do not help traffic on I-680. Drivers are more reckless, cutting in and out of the toll lanes to avoid paying for the tolls. In our family, three out of seven have chosen to work off hours so that we do not commute during the worst times. Increasing the cost to get to work is not a solution to the traffic problem. 1. Make BART affordable, accessible and SAFER! 2. Add lanes to highways that are open to all, NOT TOLL. Cities/towns in California needs roads to evacuate in emergencies, build them and maintain them. If you say it can't be done, live on less \$ like the rest of the normal people living here. We barely get by but we do it or leave California.	x						x					x	Avoiding readpoints; Public Transportation; Build New Lanes
279	11/26/2019	NO WAY! Eliminate the tolls completely. As residents of CA we have paid for roads multiple times over. Out tax dollars are not being stewarded...at all!	x											x	
280	11/26/2019	I bought a clean air vehicle specifically to commute on 880. It took 2 1/2 months to get the decal! And now I have to get a new one? And pay on top of that?!?! Ridiculous!	x	x											
281	11/26/2019	3+ is impossible to get on longer commutes on I-880 and should only be used on bridges.			x										
282	11/26/2019	The toll lanes have slowed down traffic and caused a multitude of accidents because people try to avoid the toll light and duck into 3rd lane. What a waste of time and money, the lanes should be open to all and make it all go more smoothly.								x				x	Avoiding readpoints
283	11/26/2019	Bad idea for folks traveling locally. Why not just charge during commute times?								x				x	Local/Non-commute use
284	11/26/2019	I think it's criminal that you're charging us to use freeways that we already paid for via tax dollars. I also think it's criminal that newsom stole tax dollars to build a useless, overpriced train to nowhere.												x	
285	11/26/2019	DO NOT CHARGE CLEAN AIR VEHICLES TOLLS I bought a 2019 EV and purchased a sticker in order to use the express lanes, not you are proposing to take it away?		x											
286	11/26/2019	negative. point s to reduce congestion not to get more revenue.								x					
287	11/26/2019	The state of CA provided Clean Air Vehicle Incentives that include - for current purple sticker holders - HOV privileges. Many commuters opted out of gas vehicles and purchased CAVs - as was the intent of the program - based on the anticipated savings of such a benefit. If you want to alter the CAV toll structure, fine, but do after the current purple sticker cycle ends. Charging a toll now disincentivizes and punishes the very behavior the program was intended to promote, which is absurd.		x											
288	11/26/2019	Managing 3 people for car-pool is not easy, please revert it back to 2 people carpool.			x										
289	11/26/2019	I like the idea that people will be encouraged to use carpool to use this express lane but 880 itself has a lot of traffic, reducing a lane for that traffic will only make it worse. This plan will make life better for those who carpool but worse for people who donot or cannot. Please consider adding one more lane throughout to prevent that.	x		x									x	GP Lane Impacts; Build new lanes
290	11/26/2019	You need to fine violators who are cheating the rules. If you want to reinforce then put up plastic poles to keep violators from crossing the double line. The separate toll tag for CAV is a complete inconvenience.		x		x	x								
291	11/26/2019	ABSOLUTELY NO. VEHEMENTLY AGAINST. These "Express" lanes are just another way for government to collect more money. And with the extended hours from 5AM to 8PM that basically makes it a tolled road, pay to play, and the road is jammed to unusable during that time. It's unconscionable and possibly corruption in disguise that they are taking TAX DOLLARS to build things to collect MORE FEES from citizens. Absolutely not.	x							x	x		x		
292	11/26/2019	It's crap - so many of us bought the HOV vehicles as we commute and we were told we would be free in HOV / Carpool lanes until the end of 2022. This would be going back on those grants.		x											

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293	11/26/2019	It is getting harder and harder to afford to live anywhere in the Bay Area. Toll increases aren't helping.	x													
294	11/26/2019	How will this alleviate the already heavy traffic congestion for all people?? Show me data that proves the proposed rules solve the traffic problem. You're basically giving the rich folks a faster commute while the rest of the folks have a much longer commute.									x	x				
295	11/26/2019	Scaled tolls on I-880 with 3+ does not make sense. This change will only keep the Express lane always empty and the unused space. 2+ Express lane is a better idea.			x											
296	11/26/2019	your system is a failure, you should be lowering fees when the traffic is heavy not raising them. from the outside this looks like another way to tax the working man not helping them.	x									x	x			
297	11/26/2019	I live and work in the same city, so this doesn't affect me on a daily basis. But this seems ridiculous. The idea is to get people off the road, but BART doesn't go all the way to SJ yet. So you are just making people's lives more difficult--and pulling in additional revenues by so doing.	x										x	x		Public Transportation
298	11/26/2019	I think express lanes are a waste of money and do not help the average driver												x		
299	11/26/2019	Well if the monies went to fix all highways it would be great. The money looks like it only went to make room for toll lanes												x		
300	11/26/2019	Clean EV vehicles should not be charged tolls.		x												
301	11/26/2019	I think that providing express lanes for pay is a terrible idea. If you actually cared about making the current HOV lanes move well, you would increase policing. Offering an express lane to those who are able to pay more for their commute is a sham. What next, we let the rich buy elections?	x					x					x			
302	11/26/2019	Toll roads that restrict the use of diamond/hov lanes during non-commute hours (diamond lane/hov hours) simply ADD to air pollution by causing traffic to slow/stop because they can't use the lane without paying which is simply a pure money grab. This slowing of traffic carries in to commute hours and make it even slower AGAIN increasing air pollution.								x	x				x	Environmental Concern
303	11/26/2019	These lanes should not be "for sale" They should be for HOV or green vehicles only.	x	x	x											
304	11/26/2019	This will create more traffic as not everyone will have FasTrak or want to pay the toll. It's not a good idea at all.									x				x	GP Lane Impacts
305	11/26/2019	To charge ev vehicles for using express lanes is like breaking a promise made to all ev owners in California. This would be like taking pension away from all California employees because state is running short of funds.		x												
306	11/26/2019	I think that the carpool limit should stay at 2 people when the express lanes begin. I think I won't mind paying to use that lane when in a hurry to get from point A to point B.	x		x											
307	11/26/2019	What about the I-580 and Hwy 237 Express lanes? Do they have the same rules? BTW A video with no sound, partial info and a non-clickable link to the real info isn't the most helpful communication style.													x	Outreach format
308	11/26/2019	Another case of rich privilege.										x				
309	11/26/2019	This extra fee is another tax collecting way from all the middle class. For the people this will restrict the lanes and cause more traffic and congestion. The citizens of the state and cities already is over taxed enough. Why are we being forced to pay more taxes on these express lanes.									x	x	x	x		GP Lane Impacts
310	11/26/2019	I would like to see the data that supports the use of these toll lanes and how they impact congestion. Otherwise, this simply looks like a scheme to generate revenue by reducing space for non-paying drivers, ultimately "forcing" more paying drivers. Not really a solution, but a way to capitalize on a situation with a change that isn't a solution at all.									x					

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			Tolls & Pricing	Clean Air Vehicles	HOV & Carpool	FasTrak	Enforcement	Access	Hours	Lane Perf.	Equity	Taxes	Other	Other Topic		
311	11/26/2019	stupid idea. Adds to the congestion instead of clearing it. carpool lanes are much slower than regular ones at the peak hours, even without extra paying travelers. The whole idea is just another complication on the road that will make commute much worse and, more importantly, waste of tax money. FIX THE BUSES!!!!!!										x			x	Public Transportation
312	11/26/2019	Not fair! My tax and gas money built the lane now I have to pay some more to use it. Gee thanks for kicking us out.													x	
313	11/26/2019	Totally against it. 100%. Doesn't alleviate traffic and penalizes lower income people (aka most Bay Area citizens). Corporate power grab to profit from basic services.										x	x			
314	11/26/2019	Pointless													x	Non-specific
315	11/26/2019	They are outrageously wrong. To take away the lane from real commuters is wrong and just slows the lane until everyone is the same speed but paying for it. What a joke.										x				
316	11/26/2019	I would like to know when something better such as these ideas will take place on I-80 between Fairfield in Solano County all the way to the bay bridge or MacArthur maze? Traffic would flow more fluently and you would have less carpool cheaters who take up majority of the carpool lane everyday. and if the express lanes ever do make over to I-80 please make the rules the same throughout both counties not 2 people in solano and 3 people in contra costa.			x			x								
317	11/26/2019	Disgusting. Rich people get where they are going while the poor get left in the dust.											x			
318	11/26/2019	I think that it is totally unfair to have the toll lanes specially since these roads are built, maintained with taxpayer dollars. Furthermore, blocking out 12 hours from 8 to 8 which is pretty much the whole workday is even more unfair. Consider that on a 4 lane highway, to have 25% blocked off unless you pay a toll to use it.	x								x			x		
319	11/26/2019	Not a fan. Promotes dangerous driving habits, unequal treatment under the law among a host of other moral hazards which cannot be reconciled by the limited marginal benefits.										x	x		x	Safety
320	11/26/2019	Another way to get Money from commuters.													x	
321	11/26/2019	Terrible. Only the wealthy can benefit											x			
322	11/26/2019	It would be nice to be able to use the lane if you had more than two people but no Fastrak.			x	x										
323	11/26/2019	incompetence - the inability to do something successfully. Caltrans defined.													x	Non-specific
324	11/26/2019	l z													x	Non-specific
325	11/26/2019	I don't think the tolls have improved traffic at all and they are very expensive. They have also made our beautiful freeway through Alamo and Danville look ugly. Wish there would have been a better resolution.	x									x				
326	11/26/2019	What is the justification for the 3+ carpool? I understand the CAV are required to pay and I totally support that but the 3+ is ridiculous. It's really hard to coordinate 3 people to carpool.		x	x											
327	11/26/2019	Good idea in theory, but tolls are way to high which forces more cars into fewer lanes and express lanes don't do anything to lessen congestion.	x									x				
328	11/26/2019	Should remain toll free to cars with stickers as there are still relatively few of these cars on the road. Need incentives to get people out of gas powered cars!		x												
329	11/26/2019	This is unfair. We bought two EVs because of the money saved with free tolls. Revoking this right should be effective for new vehicles and not existing ones.		x												
330	11/26/2019	Please don't change the rules for 2 person carpools. We are already trying to cut down on traffic, and you will be penalizing us for carpooling. Makes no sense unless you just want more toll money from us. Bad idea.			x											

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331	11/26/2019	This is a complete scheme to get money!!! I does not help traffic flow. Just drive 680 in morning yourselves. One lane is taken away in order to charge commuters. When you take away a lane it would naturally create congestion. Then this congestion is made an excuse to charge people money. So, why don't you take two lanes away?! It will create more congestion!										x			x	GP Lane Impacts
332	11/26/2019	Ridiculous idea. Taxing the poor is not the way to go.											x			
333	11/26/2019	I will not agree. I don't like the new rules													x	Non-specific
334	11/26/2019	Terrible. My taxes already pay for these roads so now I am being double taxed to drive in a lane.												x		
335	11/26/2019	Carpool should be 2 or more			x											
336	11/26/2019	We pay taxes should not have to pay for driving on roads ... irritating	x													
337	11/26/2019	I'm not a fan of the 2 person half toll. You are eliminating non working folks and households that only have 2 members from the free toll. As a retiree, I have to deal with congested traffic all day. Why should I have to pay half toll when it's just me and my wife?			x					x						
338	11/26/2019	I totally disagree with charging half tolls when it should be free. The toll fees are already too high for solo drivers. I don't commute so the few times I have another passenger, it should be free. The State needs to live within its means. Take it out of the \$19 billion they put aside this year! I'm retired and on a fixed income.	x		x											
339	11/26/2019	Disagree entirely. HOV lanes should be just that - high occupancy. The rich should not get to pay to drive their gas guzzling SUV's with a solo driver, in a pay-for lane.			x							x				
340	11/26/2019	I don't think taxpayer dollars should be used in California to fund any pay-lanes. Better used to keep things maintained and pothole free. If congestion happens employers will arrange more work-from-home which is the ultimate carbon footprint reduction.												x		
341	11/26/2019	We need to continue to allow people who carpool or have electric vehicles be in an express or carpool lane. They are helping to decrease congestion and help decrease air pollution. Our high taxes in California helped build these roads and now poor people will have a harder time getting to work. Let's find a way to stop having one system for the rich and another system for the less wealthy and poor. Let's get better affordable public transportation!		x	x							x	x	x		Public Transportation; Environmental Concern
342	11/26/2019	I think it is a terrible plan. 1. This will increase the congestion on the non toll lanes. Similar toll rule changes have been made recently on 237. Traffic times has doubled over night. 2. As a California tax payer, we already pay state taxes for the roads, in addition we pay an increased car registration tax and we pay gas taxes (which has been increased over the years) to pay for the roads. It is not right to pay even more money to use public paid roads. Instead of improving road conditions, better public transportation or increasing road flow, a lane is being taken away to only be used by less than 10% of commuters. This change does not improve traffic it's just a scam to collect more money from taxpayers with no guarantee to fix roads or our infrastructure.									x		x	x		GP Lane Impacts
343	11/26/2019	It is ridiculous , Now it is just a money making business												x		

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344	11/26/2019	The roads were paid for by gas taxes and Grant's from the federal government. Now they are being taken away, causing more traffic in the other lanes and causing longer commutes for those who cannot pay or choose not to pay. I used to commute from Walnut Creek to San Ramon and since the toll road went in years ago my commute time increased approximately 6-8 minutes longer each direction. I could pay to get there quicker, but 5 days a week, 20-22 days a month would cost me \$180-\$300 a month. How is this helping the average driver. I have moved my office to Martinez, mostly a reverse commute, but can already see the backup getting worse on 680 since the new commute lane has gone in. When are you going to realize this does not help, increases travel time and/or costs. Along with everything else this state is either taxing or giving away to illegals, I am planning on leaving the state I was born in 62 years ago. The government here has lost it's way.										x	x	x	GP Lane Impacts
345	11/26/2019	It is unacceptable. We pay the highest taxes i n the nation. These additional "fees" are more taxes in disguise. I'm so glad to be leaving the area :=)											x		
346	11/26/2019	3 people now for no toll. this is bs. everyday the lanes all lanes are packed and the toll lanes are empty. it's all about the money			x										
347	11/26/2019	It sounds confusing and like rich people get to get ahead faster in life than poor, working people. No pun intended.										x			
348	11/26/2019	Please keep the toll for commuter hours only . You have taken away a lane during non commuter times. By doing so , it has created more traffic during g non commuter hours . Hardly inline with measure J amd creates more pollution .							x					x	GP Lane Impacts; Environmental Concern
349	11/26/2019	So only the rich can get around faster?										x			
350	11/26/2019	Well, what a joke. On the 680 toll section recently and it was slower than the folks who did not pay for extra speed. Sorry folks, this is a total fail. I understand we have horrible congestion and need solutions but this is not a solution and feels like nothing more than a way to stiff Bay Area commuters more than we already are.									x		x		
351	11/26/2019	It's a shame you added toll lanes when it's already congested and over crowded.... turning what is already a commute nightmare into something even worse. Just like the 580 toll lanes going east. They made the commute even worse for people because of.the lanes you took. What y'all should do is find new space for highways instead of taking the fee lanes available on already congested roads									x			x	GP Lane Impacts; Build new lanes
352	11/26/2019	What are all the gas taxes going to. No! Figure it out!											x		
353	11/26/2019	So weary of increased taxes, roads in disrepair and rules that keep me in traffic as I am a single person family, public transportation takes me almost triple the time to get to work taking public transportation and double the cost.	x										x	x	Public Transportation
354	11/26/2019	I hate the toll lanes on 680. You made a big mistake. The traffic is worse just so you can make money.									x			x	GP Lane Impacts
355	11/26/2019	I can't open the link but I think these pay roads are despicable. \$10 from stone valley to Alcosta the other day. It's discriminatory. The rich can zoom by while the normal people sit and suffer. Toll roads also increase accidents. California used to have freeways. Now we just have a mess.	x									x		x	Safety
356	11/26/2019	sounds good												x	Non-specific
357	11/26/2019	It seems like it will further clog the HOV lane on I-880 if solo drivers are allowed to use the lane. Plus, how will you know if I am traveling with 3 people, 2 people or solo?			x						x				
358	11/26/2019	Keep the carpool free for 2 people			x										

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359	11/26/2019	I don't like paying for it	x													
360	11/26/2019	This is an elitist proposal that will only benefit the elite class. What about the common commuter who cannot afford a daily toll fee of \$6.00?! What do our taxes pay for? Why aren't our taxes paying for improved roads for all? I am not in favor of a toll fee to use the commuter lane. A carpool lane should be available to all drivers with two or more people in their vehicle. It should not be converted into a toll lane that only benefits the upper classes who can afford a \$6 daily toll. I fail to see how this will serve the greater good.										x				
361	11/26/2019	I think it's highway robbery!! It punishes those who don't have money to pay for the tolls!! It's not fair!!										x				
362	11/26/2019	Feel that two passengers per car should remain unchanged.			x											
363	11/26/2019	I'm against it. It's made for the wealthy who can afford the cost. The average Joe can't pay the prices. It excludes those of us who cannot pay and it is discrimination.	x									x				
364	11/26/2019	I disagree with paying tolls period. Express lane should be only for high occupancy and clean air vehicles.	x	x	x											
365	11/26/2019	I have already paid taxes on the constriction and repair of 880, so I do not want to pay again, but I am a captive audience, there will be no option. I do believe the CHP or local police need to randomly check drivers to ascertain they indeed have a license to drive and can read road signs in English.					x						x			
366	11/26/2019	They create more traffic jams									x			x	GP Lane Impacts	
367	11/26/2019	1. I don't like that the tolling rules are different for different roadways. I-580 is currently free for 2+ people. Above all it should be consistent across the whole Bay Area. 2. During commute time, I think we should be rewarding carpools (more than 1 person), not clean air vehicles. Enough people are buying clean air vehicles that the toll lane incentive isn't necessary. I haven't seen the data, so maybe I'm wrong, but this is my impression.		x	x											
368	11/26/2019	I don't see how this will reduce cheating. People will just say they are in a vehicle with two or three people to pay less whether they are or not. How will officers know what they paid? It sounds like poorer people will and are going to be more disenfranchised from this change.					x					x				
369	11/26/2019	Another way for the liberals to fund their projects.											x			
370	11/26/2019	Not enough people do 2 person carpool, why are you discouraging by charging half fees? Looks like it's a good revenue generation measure, less of reducing pollution or number of cars on road. 3 person carpool is impractical, no one will do it			x								x	x	Environmental Concern	
371	11/26/2019	There should be HOV lanes with no additional toll for them!!			x											
372	11/26/2019	This is robbery and you are all crooks.											x			
373	11/26/2019	It is really costly on top of the taxes we need to pay	x													
374	11/26/2019	These toll lanes are another benefit to wealthy people. Not thrilled about giving this faster option to the select few.										x				

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375	11/26/2019	We strongly oppose increasing the number of occupants in vehicle from 2 to 3 to avoid full toll costs. We live in the area and travel the roads from Concord to Dublin regularly. The Express lane is under utilized; the remaining traffic lanes are consequently forced to carry excessive vehicles at a slower speed. Merging traffic onto the freeway further complicates this "designed" bottle neck. Just review the daily collusion statistics along the 680 corridor. Danville Blvd is an endless parade during the commute hours because while it is "crawling" the freeway traffic is not.. Typically, we have to sit longer than 5 minutes to exit from our side street, Litina Lane onto Danville Blvd. Finally, traffic enforcement both on the freeway and on surface streets is rare, and we can go weeks without seeing a patrol vehicle. We have lived in the same house for 40+ years, both of us have law enforcement backgrounds. Your proposed solutions are not designed to address the daily traffic patterns/issues in our community.			x		x							x	GP Lane Impacts; Local Street Impacts
376	11/26/2019	Sucks												x	Non-specific
377	11/26/2019	I dislike this strategy. It is confusing and appears to only be another way of extracting money from commuters. The hot lanes should be 2 or more per vehicle rather than charging these commuters 50%.	x		x									x	
378	11/26/2019	The new tolling rules have led to more money out of pocket. Not a fan so far												x	
379	11/26/2019	Another stupid idea that will cause more traffic build up. Why are you forcing carpoolers to now pay. It is extremely dumb. I for one will not use the express lane anymore even if I have a second person. I should not have to pay any toll. Stupid, just plane stupid.	x		x						x			x	GP Lane Impacts
380	11/26/2019	I hate them during the day when there is no traffic but we are still prohibited from using them and slow traffic causes below legal speeds while the 4th land remains empty. Even with the very high prices when traffic is at a stop, so is that lane. It is also ridiculous that prices don't change the closer you get to the next reader. A person can get charged \$8 or more for one exit.	x							x	x			x	GP Lane Impacts
381	11/26/2019	The tolls seem fine, but changing carpool designation from 2+ people to 3+ people is unjustly punishing carpoolers for no reason. Not everyone can get 3+ people and you're giving no incentive to 2+ carpools. No, half price tolls for 2+ is not good enough.	x		x										
382	11/26/2019	This means not only the cost of living is through the roof in bay area along with gas price but now we have to pay in order to arrive to work on time. Express lanes will only increase traffic to those low income families and make their commute to and back from work longer. Meaning more time away from home is required just to make a living										x	x		
383	11/26/2019	Complete ripoff. Punishes lower paid workers who have to travel a long way to work in service jobs who will be priced out. Meanwhile, those with more money can pay to drive alone in what should only be a carpool lane. This encourages kore cars and traffics. I imagine some politicians and executives are getting kickbacks.			x						x	x			
384	11/26/2019	Clean air vehicles should be free and not 1/2 price. More cameras should be present to catch the carpool violators.		x				x							
385	11/26/2019	It's another tax on the working man. Like the current carpool system, It will continue to create more pollution since it favors hybrids and low emission vehicles by letting them whiz by and everybody with a less inefficient car sits in traffic spewing exhaust. I'm on a project in Davis right now and drive the 680 back to Hayward everyday. People trying to avoid paying the toll will cut in front of you and slam on their breaks right before the sentry poles. This makes you have to slam on your brakes, and the car behind you and so on, slowing traffic down even more. Creating the cursed accordian effect. Please just make it a regular lane.						x				x	x	x	Environmental Concern; GP Lane Impacts; Safety

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386	11/26/2019	It's a bad, bad, bad, bad, BAD idea!!!! And it's DOUBLE TAXATION!!! Because, WE the PEOPLE are ALREADY PAYING FOR OUR ROADS through MULTIPLE types of taxes that go directly and indirectly into our roads! And now you want us to PAY AGAIN?!?!?! This is yet another way that the rich and powerful have found a way to hurt the working class, and highlights income disparities and prevents access to those most vulnerable. It will also make traffic FAR WORSE THAN IT IS NOW!! Just LOOK at 580 East for proof! Once they turned 1-2 lanes into PAY TO PLAY access, the backup became FAR WORSE, and has significantly lengthened any travel that direction HORRIFIC!!! Those with the big financial resources will easily sail through from place to place. But those most vulnerable - who STILL need to travel these roads and pay taxes FOR these roads - will be denied access either because they don't have the money for the pay to play or the connections to carpool. Not EVERYONE can afford fuelless vehicles, nor do we have people who go to the same locations as we do for work. WE pay when YOU want to "improve" our roads! IT'S. NOT. AN. IMPROVEMENT!!!!!! It's an IMPEDIMENT TO THE MOST IN NEED!!!!		x	x								x	x	x	GP Lane Impacts
387	11/26/2019	Does the express lanes help to reduce traffic? Or does it help certain people who can afford and willing to pay for it? It's ridiculous! People have to pay \$\$ to avoid traffic? What happened to The carpool lanes? Why not make it 3 Or more people in the car pool lanes instead of charging money. How much more do we have to pay to afford a decent life in the bay?			x							x				
388	11/26/2019	I'm totally opposed to charging tolls for the roads that I'm already paying high taxes for. Use my hard earned money to fix the existing roads and stop looking for ways to hit my pocket book over and over again. You are taking away the incentive to carpool thus defeating the purpose entirely.			x								x			
389	11/26/2019	Clean air vehicles should continue to pay no toll. Isn't the idea to avoid the pollution of gas guzzlers, as well as to encourage people to carpool? If you de incentivize buying clean air vehicles people will revert to gas powered cars. Not a good idea.		x	x										x	Environmental Concern
390	11/26/2019	Absolutely ridiculous proposal. Orwellian government, I see. I wonder how long you thought about it. Shame on your scam proposal.													x	Non-specific
391	11/26/2019	Good. Maybe a few cents cheaper for solo drivers. Should also put signs up saying solo drivers who do not use FasTrak Flex can pay by mail.	x			x										
392	11/26/2019	Was charged a fee for using tolls roads despite having the correct amount of people to use the fastrak lane toll free. Dont even bother using the carpool lane when i have multiple people.				x										
393	11/26/2019	Carpool lanes are congested and everything done to date hasn't helped. Stop collecting money without making improvements that really work!			x											
394	11/26/2019	I am concerned that this is another way to take money from drivers when traffic congestion is really bad everywhere. Where does this money get spent because the roads are not being improved by adding toll lanes. It just makes the congestion worse because no one wants to spend the massive prices. I think adding tolls to 2 occupancy vehicles and alternative fuel vehicles is a bad idea. That is still encouraging carpools and clean vehicles and if you start charging it is a slippery slope that just ends up to higher and higher tolls.	x	x	x							x			x	GP Lane Impacts
395	11/26/2019	I think it is fine. I am willing to pay full or 1/2 toll if I use the express lane without 3+ people.			x											
396	11/26/2019	There was no online open house that I was made aware of.....													x	Outreach format
397	11/26/2019	2 people car pool should be free.			x											
398	11/26/2019	I don't want anymore of express lanes to pay the toll.	x													
399	11/26/2019	Don't like them-I don't really understand how itll help with traffic.										x				

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400	11/26/2019	it will make traffic situation worse because new lanes are not been created..its the open lane which will be restricted now										x			x	GP Lane Impacts
401	11/26/2019	No express lane . Enough with preferring those who are able to pay. Carpool is preferred simple as that.	x		x								x			
402	11/26/2019	HOV should be set to 2+ like 237 and not 3+. It is very difficult or almost impossible to organize 3+ carpools. I use Scoop regularly and carpools are usually 2. 3 is not realistic and you are not encouraging carpooling if normal carpooling has to pay. So now the driver is responsible for the costs that basically nullifies the amount that Scoop provides for drivers. Why should I be a carpool driver anymore if I'm the one who has to pay? The 237 setup works well for Scoop but not the proposed 880 setup.	x		x											
403	11/26/2019	The lanes are often congested and therefore save very little to no time. I've paid \$8+ to sit still in the traffic.										x				
404	11/27/2019	I prefer that you keep the HOV to 2+ on I880.			x											
405	11/27/2019	I am against it. I can't afford added tolls.	x													
406	11/27/2019	Express Lanes are elitist and completely unfair to those who cannot afford these Lexus Lanes. Those who can afford it are more important to give them an extra lane to pass the lower class drivers stuck in the mixed flow lanes? Arent all of the roads taxes and VRFs paid by all drivers, regardless of incomes? These public roads should not allow only a certain income class to use any lane. Please reconsider the installation of Express Lanes anywhere in the Bay Area.											x	x		
407	11/27/2019	What rules? Why not show them?													x	Outreach format
408	11/27/2019	Make them 2 person 24 hour a day carpool lanes			x						x					
409	11/27/2019	In my experience the HOV lanes are not utilized enough with a 2 person minimum. Raising the minimum to 3 persons will result in less use. DON'T RAISE THE MINIMUM PERSONS IN VEHICLE FOR FREE USE OF THE HOV LANES			x											
410	11/27/2019	Robbery, **** you for tolling pure EV vehicles! If the Express lanes were built in 6 months, then I'd consider paying, but these ***** are taking so many YEARS to complete roadway modifications resulting in many cracks in my windshield from all the rocks and debris the morons do not sweep up and many thousands of \$\$\$ in damage to my hood, side panels and paint. So go **** yourselves with your tolls. [MTC replaced words with asterisks to remove expletives]	x	x											x	Construction
411	11/27/2019	Our household is okay with your proposal except for increasing the carpool number to 3 to receive free toll. Leave it at 2. Also, after a year's worth of data, if there is no decrease in the percentage of cheaters using the lane, there needs to be accountability by your organization and HPD.	x		x			x								
412	11/27/2019	No!! What an awful idea. People will get charged incorrectly and will constantly have to deal with FasTrack frequently to get incorrect charges removed. Also, we pay our taxes, why are getting billed again? This is an awful idea.					x								x	
413	11/27/2019	There are very serious problems NOW, why make this worse. I am constantly getting charged when my husband and I use the HOV lane on 680 in accordance with the Fast Track. We call EVERY MONTH, what a nightmare. Now they intend on making it more elitist by moving to three occupants? Very few drive with three people which will just push this to those that can afford to drive alone in the HOV.			x	x							x			
414	11/27/2019	I think that half price for energy efficient vehicles is fair. I also would like to see that the 680 toll lanes allow HOV with 3 or more people to go for free, as that minimizes cars on the road. It doesn't make any sense to just have people pay, the lanes should ENCOURAGE fewer cars on the road, and thus those people should be rewarded.		x	x											

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415	11/27/2019	Voting NO to more tolls.	x												
416	11/27/2019	Concerned that these are 24 hour lanes vs just during commute hours. And, as you need 3 people to ride for free, I'm not sure they will be well utilized. Extremely concerned that non-HOV/Toll lanes will be severely gridlocked. Not in favor of a 24 hour HOV/Toll lane on a public highway			x					x				x	GP Lane Impacts
417	11/27/2019	Not in favor of toll roads.	x												
418	11/27/2019	I am not a fan of these new tolls at all. Carpool lane is no longer a carpool lane as there are a lot of clean air vehicles on the road that take advantage of that lane. I am not opposed to that, especially since I used to be one of those people, BUT, as it stands today, non-carpool lanes are often moving faster and are less congested than carpool lane is. Now, with the new express lane, which will be operational from 5am - 8pm mon-fri, the congestion of non-carpool lanes is only going to increase, especially, since free access will require 3+ people per car. Like I said, I am not a fan at all, but I hope I'm wrong.		x	x				X					x	GP Lane Impacts
419	11/27/2019	Overly complicated. Traffic is still bad and roads are still in bad condition. Not sure what you're trying to solve here.	x								x				
420	11/27/2019	It sucks! It makes traffic worse for the working-class people of this state !! Where is the money going that you collect??										x			
421	11/27/2019	I am unhappy that the clean air vehicles will pay half tolls. CA should do all it can to encourage clean air vehicles.		x											
422	11/27/2019	Just another way to oppress the poor and reward the rich.										x			
423	11/27/2019	The toll lanes will reduce the number of available lanes already paid for by tax payers.											x		
424	11/27/2019	Clean air vehicles should remain free. At a minimum, any increase should be deferred until current tags expire in 3 years. People bought the cars under the premise of the existing carpool rules.	x	x											
425	11/27/2019	This is completely useless rule. adding express lane doesnot help traffic it basically increase traffic on all other lanes. And you guys are not adding any new lane but using existing free lanes to earn more money which will not be invested back on the road expansion									x			x	GP Lane Impacts
426	11/27/2019	Unfortunately you are adding yet another "rich man's" lane. Not all of us can afford this.										x			
427	11/27/2019	I live near 680 in Danville. I think the idea to basically increase tolls on I 680 Express lanes is terrible! It was bad enough to be forced to pay to use it during non-rush hour periods to travel solo in my nearby area and now, travelling with 2 people will cost money too. What are our increased gasoline taxes going to? The result I have anecdotally noticed, is that the non-express lanes are more crowded and slower during the non-rush hour periods. The proposed change will most likely mean that cars with 2 people iwill stay out of the Express lane, resulting in more congestion, and therefore, greater vehicle emissions, and worse air quality, and associated increased health risks to the neighborhoods surrounding the express lanes. Drivers will not try to increase their passenger numbers, so the resulting increase in costs for 2 passenger cars will mean the other lanes will be more congested.That seems like the opposite of what CEQA mandates. You are changing the rules after the fact of the development of the I 680 Express lane and I feel it's a bait and switch.	x		x						x			x	GP Lane Impacts; Environmental Concern
428	11/27/2019	The HOV lane on I-880 from 101 through Oakland is already packed and barely moves in the afternoon and extremely slow in the morning. I don't see including solo drivers even if they pay will improve the traffic flow. You will increase your revenue but those of us carpooling or using clean vehicles will be punished with a longer, more stressful commute - not a fair trade for the tax payers.	x	x	x						x		x		
429	11/27/2019	EV's should remain free. The greater the incentive for Gas cars to not exist, the better.	x	x											

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			Tolls & Pricing	Clean Air Vehicles	HOV & Carpool	FasTrak	Enforcement	Access	Hours	Lane Perf.	Equity	Taxes	Other	Other Topic	
430	11/27/2019	IMO tolling roads are highly discriminatory. Allowing only rich people to avoid traffic										x			
431	11/27/2019	HATE IT												x	Non-specific
432	11/27/2019	All you are making is a Lexus Lane. It will just clog up with people that can afford it. The carpool lane is already clogged so this make NO sense.									x	x			
433	11/27/2019	Can't find a better solution, so, just create tolls and taxes on Californians. There are better ways.											x		
434	11/27/2019	HOV should always be 2+ and OK for clean car to pay half. If 3plus, please change it Rich people lane		x	x							x			
435	11/27/2019	I am against the changes. Adding more and more rules and changes only further complicates and frustrates the driving experience in the Bay Area. If there are to be rules, they should apply to any freeway, and be as simple and usable as possible. The new rules are a "tweaking" that will only add confusion to an already untenable Bay Area traffic situation. I am also opposed to Express Lanes in any form. As an engineer by training, the logic behind the studies on Express Lanes is questionable. Instead I believe simply using the lanes for everyone will not only speed overall traffic, but also lower emissions in the long run. As to the complaints that they are an excuse for added taxes, I would add they seem to be simply a "feel good" for the politicians who run California.	x										x		
436	11/27/2019	2 person vehicles should not pay toll. There are so many solo drivers and very few 2-3 person vehicles. This will just make the regular lanes MORE slow. You are penalizing people who are trying to carpool.	x		x									x	GP Lane Impacts
437	11/27/2019	Requirement to use FastTrax on public roads is a corrupt move by politicians. It should be a recommended but not a required device.				x									
438	11/27/2019	I agree with the flexible tolls not sure how to avoid toll on my fast pass when I have car pool.	x		x										
439	11/27/2019	If you are going to keep these ridiculous express lanes, then EOV should be no fee. Carpool 2 or more should be no fee. In general, can't stand these lanes. I try to support local businesses outside my town by going to Walnut Creek, Alamo, and San Ramon. I am constantly stuck in traffic now because me and no one else wants to pay \$9.50 to drive from danville to Rudgear, only to turn around an hour later and pay another \$8.00 to get home faster. It's a terrible rip off. The traffic is worse, and charging for the express lanes ALL DAY feels like being robbed. Shame on you. The idea is horrible. And contributes to the expenses of Californians out working, supporting the economy and living their lives...getting "nickle and dimed" too much because you can't solve the traffic problem another way.	x	x	x				x	x			x	GP Lane Impacts; Local/Non-commute use	
440	11/27/2019	Why do you want to penalize the two groups of people that are trying to do the right thing? Carpoolers and clean air vehicle owners. This is really bad thinking. Clearly not thought through. If anything you should raise the rates for the people that use the express lane that don't fall into one of those two categories. Furthermore, I have a sticker that has been given to me by the state for electric vehicle that allows me to drive in the carpool lane at NO CHARGE. How can you co-opt that for no good reason and without justification? What is the end goal here? This is feeling like a money grab not something that is resulting from a well thought out process with clear goals and benefits to the residents who pay your salary and pay for these roads through taxes.	x	x	x								x		
441	11/27/2019	Its just one more way to extract money from motorists. The express lanes sometimes are just as backed up as regular free lanes. You cant fix poor driving habits, and most people are rude, and do not know how to properly drive. Is the next phase for toll roads as in other states? Its just one more way to be controlled by government. Most people cant afford this, and the ones that can, drive like idiots!	x								x	x			
442	11/27/2019	No Toll for 2+ carpool makes sense. Charging toll is stealing from tax payers.	x		x								x		
443	11/27/2019	If it makes traffic flow better, I'm for it. I'm also willing to pay a few dollars when I'm in a hurry.	x												

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444	11/27/2019	Why do we need to construct, at taxpayers expense, toll lanes? I've seen them in other places and I just don't see the time savings that are advertised. Just another way to gouge the working people.									x	x			
445	11/27/2019	They slow traffic down, no matter what you want people to think.									x			x	GP Lane Impacts
446	11/27/2019	I have an electric car which I paid extra for so help with the commute. Now I am going to have to pay to use the express lane...not right. Keep encouraging people to spend extra money to buy clean vehicles by letting clean cars travel in commute and express lanes for free	x	x											
447	11/27/2019	Horrible. Need not say more. 680 has become a nightmare since those toll lanes were implemented. Discriminates against low income and fixed income drivers.									x	x			
448	11/27/2019	This puts a financial burden on those who are retired and not commuting. How can my husband and I take another passenger when we are going to visit someone or out to dinner. This is crazy.			x							x			
449	11/27/2019	I hate it! We only have 2 people in our household and have downsized to one car. What are we supposed to do? Pick up a hitchhiker to go to our medical appointments? How are we supposed to get a random 3rd person?			x										
450	11/27/2019	Hov lanes should remain as they are. No tolls! It further exacerbates inequality when rich people can pay to be in a faster lane. Also, this doesn't help the environment at all.	x		x							x		x	Environmental Concern
451	11/27/2019	I am disappointed that we are still wasting money on freeways. We don't have a shortage of freeways, only a shortage of alternatives to driving. Now we are adding lanes to freeways we already cannot afford to maintain ... and how are our neighborhoods going to deal with all these extra cars that want to get to and from the freeway. What about health impacts from emissions, global warming, ... etc in our communities. In the meantime, we have a completely inadequate public transportation network for the population size in our area. That's where you will get the best return on investment. We need MASS transit, not more roads.	x										x	x	Public Transportation
452	11/27/2019	Change the express lane on 680 back to previous commute hours only. The ALL day long creates unnecessary traffic clogging during non-commute hours. One less lane to use just to get to an errand or drs appointment down freeway. Ridiculous and unfair.								x					
453	11/27/2019	I think charging even half price for clean air vehicles is changing the rules in the middle of the process and those of us who bought clean air vehicles in order to be able to use the HOV lanes are being penalized for it. Well I disagree with HOV lanes in principle because I think there a regressive tax on the working poor, once 680 lanes were set up and those of us who bought cars so that we could drive in them, it is not fair to suddenly a mirror year later pull the rug out from underneath the program. Either abandon the idea of having HOV lanes or keep the rules the same as they were set when they were instituted.	x	x	x							x	x		
454	11/27/2019	It won't help because there's too much congestion.									x				
455	11/27/2019	I don't think CAVs should be paying half toll.	x	x											
456	11/28/2019	I don't commute in that region of the Bay Area, but I am a tax payer and would like my opinion to be heard. My concerns are that the cost of living does not factor into additional taxes that keep growing. Something's gotta give! Ying and Yang.	x										x		
457	11/28/2019	I drive an electric car and have a carpool sticker. I need information about how the new lanes will affect me.		x	x										
458	11/28/2019	Leave clean air vehicles alone. Keep toll free status. You are turning it into a rich people lanes aka Lexus lane Proposed rules are making it worse for everyone else.		x								x			

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459	11/28/2019	Terrible idea to let single-occupant vehicles in the HOV lanes. Unfair and environmentally stupid. HOV lanes are to incentivize carpooling, not to allow the wealthy to cheat. The only benefit of it is to support the stupid bureaucrats at MTC!!			x								x		x	Environmental Concern
460	11/28/2019	I can't find a link to the open house													x	Outreach format
461	11/28/2019	I think that the new toll lanes are a joke. Expensive joke. And they create so much congestion. Reduce the hours at least. Having them from 5am to 8m is unconscionable...and 680 has become unbearable with all the trucks that take up to THREE lanes and contribute to congestion by driving slower...	x								x	x				
462	11/29/2019	The rules are becoming too complicated. Keep them simple so drivers don't have to read road signs while driving. This is beginning top layout like a poor sport - you change the rules you suit yourself. You ask people to help with congestion and the environment - 2 excellent goals - but when too many want to "play the game" you change the rules.	x												x	Environmental Concern
463	11/29/2019	It is unclear to me if the occupancy rules will change on I-680. I hope not!! There are so many solo drivers on I-680 that having two per vehicle qualify for the special lane is good enough. I-880 definitely needs help. This is a good start.	x		x											
464	11/29/2019	It might not make a difference	x													
465	11/29/2019	I understand the reasoning behind giving clean air vehicles discounted access to the toll lane, but it may be counteractive to the main point of the carpool lane. Instead of clean air vehicles paying half, I would rather clean air *carpool* vehicles receive a larger discount than regular carpool vehicles	x	x	x											
466	11/29/2019	2 people for car pool or Hov. Increasing the minimum number to 3 will create horrible gridlock similar to that of 80 which currently has the 3 or more rule.			x											
467	11/29/2019	If car pools are required to have Fastrak (same as on 580) then you need to do a lot of outreach so that people have the right device before the lanes are open for business. I rarely travel on 580 so I was using my regular device and not equipped properly the first few times I encountered the lanes. Targeted outreach could be done to people who use their fastrak on certain bridges multiple times per week.				x									x	Public Outreach
468	11/29/2019	It is not a good idea, I don't see any reason for the lanes to be toll lanes all day	x								x					
469	11/30/2019	This is wrong. It discriminates against lower income drivers, which are the ones that need the faster commute because they are hourly workers, not salary.											x			
470	11/30/2019	I'm not in favor of toll roads. There are many times during the day when it doesn't get used to capacity and could be moving carpools and electric vehicles. Improve public transportation is more important.	x	x	x							x			x	Public Transportation
471	11/30/2019	I am opposed to increased rates on EV users I am opposed to increased number of carpool passengers to 3 from 2 I am in favor of opening up roads to single commuters willing to pay	x	x	x											
472	11/30/2019	I am opposed to increasing the number of passengers required for HOV access from 2 to 3 as that will worsen number of vehicles in regular lanes I am opposed to levying a charge for EV's for HOV access as that will worsen number of vehicles in regular lanes I am in favor of opening up HOV lanes for toll paying solo drivers (where there is no such provision) as that will benefit regular drivers	x	x	x										x	GP Lane Impacts
473	11/30/2019	Did we even get to vote on this?													x	Outreach format

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474	12/1/2019	I read the BAIFA proposed toll ordinance and the VTA 237 express lane toll ordinance as of earlier this month. Not an attorney but I noticed in the BAIFA proposed toll ordinance section 7.4, class I vehicles designed by the manufacturer to be occupied by no more than 2 persons is allowed to travel toll-free when occupied by 2 persons on the 880 express lanes, whereas no such provision exists for the VTA 237 express lane. Does that mean two persons traveling in a vehicle designed for 2 persons will have to change fastrak flex tag mid-trip prior to entering 237 express lane from 880 express lane, and vice-versa? I will try to attend the public meeting on <u>Tuesday in union city to discuss</u> . Thanks!			x	x									
475	12/1/2019	Do not add express lanes to I-880. The traffic on this freeway is a **** show. This will only make the traffic worse. <i>[MTC replaced words with asterisks to remove expletives]</i>									x			x	GP Lane Impacts
476	12/1/2019	Hate it. We modify our behavior based on the prior rules, then you bait & switch again.	x												
477	12/1/2019	make the rules clear and even throughout the system. Some say 2 or more some say 3 or more some say HOV what the heck don't make it so confusing.			x									x	Consistent Rules
478	12/1/2019	Two riders should be able to ride for free. Public tax money supports the roads. We are a family that could pay "extra" during peak hours to ride in the "fast" lanes, and still are adamantly opposed to making 2 people pay (anything) to ride in the express lane. It's completely unfair.	x		x								x		
479	12/1/2019	All toll lanes should be free to 2+ more people. Do not support the 3+ requirement on toll lanes. Also for toll lanes charges should only be during commute hours. No middle of the day charges, or charges after 6pm.	x		x					x					
480	12/2/2019	If you start charging ev on hov lane, they will shift to regular lane and create more traffic on regular lane. Its better off to catch the cheater, maybe you just need to park CHP car nextnto Hov lane and it will reduce cheaters		x				x			x			x	GP Lane Impacts
481	12/2/2019	This will not solve the congestion issue at all. Instead, both the traffic and air quality will become even worse. Therefore, I strongly oppose the propose.									x			x	GP Lane Impacts; Environmental Concern
482	12/2/2019	Express lanes are NOT the solution to traffic. This is just going to make money for the city/state and the general public will suffer more. You need to build new roads.											x	x	Build new lanes
483	12/2/2019	I do understand the need to control the high congestion on most Bay Area freeway. However, No Tolls should apply to 2+ passengers in vehicle.	x		x										
484	12/2/2019	This will likely make traffic worse, but will get you some more funds. It's a good way to drive more people out of California, if that's your goal.									x			x	GP Lane Impacts
485	12/2/2019	Rules are still being proposed? Construction is near completion. Are increases already being considered?												x	
486	12/2/2019	The HOV lane access is THE driving factor for EV adoption. I fear allowing 1/2 tolls on EVs will curtail adoption. I do understand HOV lane crowding. I felt the 3 year sticker color along with great enforcement would have alleviated the issues, along with stricter enforcement of cheaters. I would defer to experts, but would hope if cheaters were reduced from 20% to 10% it would make meaningful traffic improvements. What would an EV with 2 people cost? Seems like they should be free. Also 3+ is far too high a burden for carpool on 880/680. It makes senses for the Bay Bridge where you have concentration of destinations and ability to casual carpool. But for more dispersed Easy Bay it will be incredibly difficult to aggregate to 3. I would proposed keeping carpool to 2, allowing EVs with 1, increasing dynamic toll on regular solo drivers and increasing enforcement.	x	x	x		x								

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487	12/2/2019	Bad idea															x	Non-specific	
488	12/3/2019	Regarding 50% discount for clean air decals for single occupant: People who bought this made a substantial investment to get free access to these lanes. They assume at least for 4 years. Now you're changing that (effectively changing the "contract" after it's been agreed) which will increase the cost of commuting to the point that the original investment no longer makes economic sense. New buyers of CAV vehicles may now reconsider their purchase and buy a cheaper, more polluting vehicle instead. This is the wrong way to go economically and environmentally. Especially since Tesla is headquartered next to the freeway where this will be enacted. Overall, I think the other changes are great. Something definitely needs to be done to improve the flow on these freeways. Other than a minor tweak to the clean air decal part, I fully support all the other parts of the program.	x	x															
489	12/3/2019	Enjoyed learning about the new changes. Will need to be paying attention as the lanes begin to be used.																	
490	12/3/2019	Item 1. I got here to the U/City, CA, via mass transit1.A How many others did - or did they just congested I-880 and U/City CA streets2. I was the one that ??? to the ATW of ???. Karen the wrong info put out in the Tri-City Voice 11/26/2019 issue on page 8 art says toll for any 5am to 8am, & not 5am to 8pm M/F3. I know now all A/C Transit revenue vehicles out of service dead heading can use the toll rdw/no CHG.									x								
491	12/3/2019	Item 1. Are A/C Transit Bus driver that are driving to start their mass transit jobs to and from wk in Oakland, Ca.(Div. 4) & Hayward, Ca (Div. 6) after 5 AM to 8 p.m. considered "Solo Drivers" & What about the BART Maint. People at the BART Maint Shops in the greater South Hayward area of Hayward, Ca. Are they considered Solo Drivers & what about all the other BART employees going to their jobs at other stations in the Southern & Central part of Alameda Cy? (Station agents & cleaning people to include all of the temp/flex time personnel staffing agencies that mostly hire all minorities & women & drug & Alcohol & others that just got out of jail or prison???) I do guess if they are/& were giving FAST TRACK PASSES IT WOULD CLEAR UP THE/THIS MATTER??? 2. I only did think about this after I did lv. the U/City, Ca. mtg. 3. I do guess all types of people that did buy homes and houses or rented apts (illegible text) off of the I-238 & I-580 shown in the handout: where can I enter and exit the I-880 exp. lanes are now forced into now slow & slow travel times (illegible text) flow going both northbound and now southbound on I-880 (because the I-880/I-238 point is not a Ent & Exit point???) 4. Oh, I do guess all of the people affected in item 1 & 3 can choose to opped out & take the reg lane/s (non-exp lanes	x						x			x			x		GP Lane Impacts		
492	12/3/2019	1. HOV 3+ requirement for free use is difficult for carpooling where usually we get 2 with ridesharing apps like Scoop. The driver pays all the tolls so this will discourage drivers from carpooling since they will pay 880 + 237 tolls. If 2 person carpool won't be free, please consider a larger discount than 50%.2. I notice that tolls are still high when both regular lanes and express lanes are congested. This makes people feel cheated to take the express lane. If it isn't possible for the express lane to provide a speed benefit then the price should be reduced accordingly.	x		x							x							
493	12/3/2019	Student commute rates would be beneficial to students who have to pay the toll as college students often have other expenses as well.	x											x					
494	12/3/2019	[-] how will the double striped lines affect lane sharing?- 237 has gone to express lane and it has made hardly any change. How will I-880 be different.- if the purpose is to speed up traffic, ??? solo drivers at all.	x		x				x										

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495	12/3/2019	While I agree with the mission of what you are trying to do: reduce overall gridlock traffic & increase enforcement of violators, I feel adding a toll to clean air vehicles, especially pure electric cars, not plug-in hybrids removes incentives for existing & future EV buyers. This is a step in the wrong direction to EV adoption and a path to cleaner air for us and especially our children. I suggest at least wait for the purple of red sticker program to expire before taking away the incentive. Instead apply this to the next clean air vehicle sticker program. <u>This way people know what they are getting ahead of time.</u>	x	x												x	Environmental Concern
496	12/3/2019	Comment 1: Information on the use of toll tags on Express Lanes should be included in the FasTrak billing materials. Comment 2: Two people should get same rate as three. Re change in change re speed of traffic and changing fee does not seem just. All income levels need to use this fasttrack to work on time so allowance should be made. <u>No motor cycles should be allowed! Thank you.</u>	x		x	x							x				
497	12/3/2019	I have an EV with a red sticker. I expected that I would be able to use the HOV lanes for free until January 1, 2022. It's not right to change the rules mid-stream. To me, this would be another bait & switch by the Sate CA government if implemented. In other words, the State CA government can't be trusted.	x	x													
498	12/3/2019	No. WE have already paid for these roads. You are catering to 'those' that can afford the extra costs beyond the outrageous Gas Tax. That's why we refer to them as "Lexus Lanes".											x	x			
499	12/3/2019	Charging CAV will just lead to more pollution and is not in the best interest of the Bay Area. Also, How is a CAV with 2 people charged? That is not clear,	x	x	x	x										x	Environmental Concern
500	12/3/2019	this does not improve driving its just making where is the gas tax money going										x		x			
501	12/3/2019	No scaled tolls on 680 Express Lanes. Yes to half-priced tolls for clean air vehicles on 680 Express Lanes. No carpool fee for 680 toll lanes. 880 Toll Lanes: eligible clean air vehicles should pay more than two-person carpools. No scaled tolls between 10:00 am and 3:00 pm on 680 or 880.	x	x	x						x						
502	12/3/2019	1. Please insure that clean air vehicle with decals are not charged when they have a FastTrak flex tag set to "3." I have a Tesla with purple stickers and I am always charged. When I call the FasTrak call center, the representatives say that the system is broken.		x		x											
503	12/3/2019	Toll is already too high and noone know where all that money is going. We need to get to work and traffic already is unbearable.	x														
504	12/3/2019	Make it equitable for low-income families, or at most, support a carpool matching program (or find references) for those who are looking for carpools.			x								x				
505	12/3/2019	This creating a society where we can pay our way into the top privilege to be first and its ultimately wrong. With increasing costs to gas and tolls the state makes more than enough yet we still have rotting roads. Make solo drivers pay. HOV and Clean air should still be free as it should be at most. What we need is more enforcement on CHEATERS. 20% of them are cheaters and you guys are not catching them. Lets be fair and lets punish those that NEED to be punished. <u>Get it right this time!</u>	x	x	x		x						x	x			
506	12/3/2019	There shouldn't be any toll for 2+ Car pool. Its almost next to impossible to do 3+ car pool. This will lead to express lanes getting unused and much more rush to general lanes.	x		x												
507	12/3/2019	Clean air vehicles should remain toll free in the HOV lanes.	x	x													
508	12/3/2019	I don't think it is reasonable to add the cost for commuters. There are so many fees applied for drivers which includes gas tax, registration fee, insurance. HOV plans should be kept the same. Camera and CHP should enforce the legitimacy of the carpool lane. Heavy fine should raise to \$1000 to enforce the rule to prevent cheater. The new fine should become new fund to get officer to enforce HOV lane.	x		x		x							x			

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509	12/3/2019	Cars with clean air decals should continue to be free of cost to travel on hov lanes! Electric Vehicles owners have consciously made more expensive car purchases to take advantage of this benefit and it would be unfair to take the benefit away mid stream	x	x											
510	12/3/2019	Half price for carpool, half price for Clean air vehicles	x	x	x										
511	12/3/2019	Please do not provide a mechanism for single passenger vehicles to buy their way into express lanes. It undermines their purpose in the interest of making money, and unfairly advantages the wealthy over those who cannot afford the additional cost.	x									x			
512	12/3/2019	Highway robbery! You are robbing the workers of the east bay who often make less an hour than the toll in the land of the fee and home of the slave.										x	x		
513	12/3/2019	Solo drivers should NOT be allowed in the Express/HOV lanes. People with more money should not be able to get to their destinations faster than people without.	x		x							x			
514	12/3/2019	NO to allowing single passenger cars to pay and use HOV lanes! Wealthy folks are not entitled to get to their destinations faster.	x		x							x			
515	12/3/2019	On the contrary, more express lanes should be dedicated for buses instead of enacting policies that encourages single occupancy (and those with the means) usage of lanes. An exception can be made to effect these tolls over the weekend instead, where transit options are more limited due to weekend schedule. In addition, dedicate an express lane on the bay bridge, and all major AC transit routes, where buses do not need to move at the same speed as regular congested traffic, encouraging people to use public transit.	x							x		x		x	Public Transportation
516	12/3/2019	I am against the addition of Express Lanes to I-880 and I-680 for two main reasons: 1. It will crowd lanes relied on by public transit (bus). 2. It will allow people with more money to get to their destination faster than those who can't afford the Express Lane, which amounts to a regressive tax on people's time.										x		x	Public Transportation
517	12/3/2019	You shouldn't be able to buy yourself the right to the carpool lane.	x									x			
518	12/3/2019	I dislike the scaling tolls. I've seen the contra costa (NB 680) with a \$17 price when an accident tied up traffic in the normal lanes. Obviously the toll lane was badly underutilized as 3 of the 4 regular lanes were stop and go. There should be a set price, and it should toggle to free if there is an accident or other obstruction.	x												
519	12/3/2019	If the reason for the HOV lanes is to improve traffic flow in these corridors, then I don't think that the 3+ occupancy is going to be successful. Those people who now car pool with two people will either have to pay, which may not be an option, or join the main lanes. Moving those vehicles to the main lanes will further clog traffic. In my experience, there are generally two persons per car pool. If your goal is to increase revenue, you may be successful. However, I believe that this policy will unfairly impact the less fortunate. In addition, the HOV lanes will most likely not be used to its full capacity during off peak times. However, the ability to have two occupants without cost would divert some of the traffic from the main lanes during peak and off peak times thus relieving the traffic congestion in those lanes.	x		x							x		x	GP Lane Impacts

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520	12/3/2019	I only use the carpool lane as a true carpool, never as a single driver. I also use my fastrak on the number of car occupants. I have to call monthly to have the invalid tolls adjusted since they 680 readers do not work properly. I have been told that they are aware of this problem and there is nothing they can do. They are stealing money from people each month who may not remember when they had a certain number of occupants vs when they use it alone. Luckily for me, I only use it as a true carpool and often have a passenger take a picture to document the time and number of people in the car due to the faulty system in place. Instead of trying to change the system, FIX the BROKEN system first! I disagree with making a carpool 3 or more. A carpool is 2 people! Get rid of the electric vehicles in the carpool lane before you make it more of a burden on actual carpools! Carpools of 2 or more should always be free!	x	x	x	x										
521	12/3/2019	I watched the online open house and support all proposed changes. The proposed rules seem fair and well considered.	x	x	x	x	x	x	x							
522	12/3/2019	Clean air vehicles allowed to use the express lanes for free. A warning notice for first violation, then notice and penalty.		x			x									
523	12/3/2019	I disagree with asking Electric Vehicles Owners to pay half toll. They should be exempt from tolls as they are today. EVs are expensive & they have already paid higher prices to buy these clean air vehicles, don't ask to pay tolls on top of the high EV prices.	x	x												
524	12/3/2019	Electric Vehicles with current stickers should continue to be allowed free access to the HOV lanes.	x	x												
525	12/3/2019	As if 880 isnt bad enough to drive on! Taking a lane away so Alameda County can make another lane an Express lane that we residents will have to pay to use.	x												x	GP Lane Impacts
526	12/4/2019	These Lanes are illegal! Our tax dollars already paid for them. Now you are making money off the inconvenience of people that can't afford to use them. Greed is bad.										x	x			
527	12/4/2019	CAV and Carpool 2+ should be able to use express lane free of charge. paying toll from Fremont to Sunnyvale (880 and 237) is too much.	x	x	x											
528	12/4/2019	The lanes should be free during non commute hours. However, restricting traffic flow during peak commute for a few carpools is like restricting blood flow during exercise. You claim the state is a leader in eliminating green house gasses, yet you let cars sit idle at red lights through out Fremont and slow down traffic on freeways instead of letting folks get home. This does not solve any commute problems. Companies should create satellite offices or work from home policy to relive congestion and pollution from cars.			x					x					x	Environmental Concern

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529	12/4/2019	These new HOV Lanes on 880 are a huge waste of money. People cheat. I travel a lot on 580 to 680 to Concord. On 680 many, many cars get into the paid HOV Lanes and then when they get close to the cameras, they move over a lane to the right and then get right back into the HOV lane when then pass the cameras. They do this all the way to Concord. And you think these people are not going to do this on 880. Baloney. Commuters are smart and they will learn to do that soon enough. What you need is cameras every couple hundred of feet. THEN they won't cheat. These Lanes are a terrible idea. What would be better is to have a BART or ACE type of transit system right in the middle of the freeway. The two HOV Lanes in each direction would offer plenty of space. Then have designated stops along the way for pickup or drop off. Oakland to San Jose and back. Possibly down 80 to Oakland too. Then local transit systems to get them close to work. That is your answer not "money Lanes for the State" that people are going to cheat with. Sacramento and Cal-Trans have no concept on how to fix the traffic jams on our freeways. And what is going to happen is that it is going to get worse and worse as the years go on. If Cal-Trans doesn't want to invest in a train system then they need to buy up lots of land and build new freeways next to the existing ones. "Think Tanks" we don't need. Ask the daily commuter what they want. More roads and more bridges. Not HOV Lanes.					x						x	Public Transportation; Build new lanes
530	12/4/2019	The highway is barely working with the carpool cars and electric cars reducing the traffic on other normal lanes. If this toll is implemented then almost no one will ride on the HOV lanes, causing unmanageable traffic. Do not implement this.	x	x	x						x		x	GP Lane Impacts
531	12/4/2019	Not required											x	Unclear
532	12/4/2019	Worst idea ever. This is a money generating scam. You people should be ashamed of yourselves. This is a disproportionately unfair tax on the poor and working class. Time is our most valuable asset. No maximum fee?? LOL Criminal	x									x	x	
533	12/4/2019	Since it will be a elite rich persons lane I prepose it should cost at lease \$10 a mile. Those that benefit from the convenience show pay for it.	x									x		
534	12/4/2019	MUCH more enforcement will be needed to make this work. Too many cross the double lines to dodge payment already.					x							
535	12/4/2019	We're already taxed too much for transportation. We approved a second gas tax (and DMV fee increases) at the ballot. Why would we start tolling 2-person carpools and clean vehicles? The state has ample transportation tax revenue. We don't need to tax people any more. Also, why would we exempt soot-spewing motorcycles from tolls? They can already lane-split; charge them if they go into the carpool lane. Conversely, why would we start tolling clean vehicles, when clean vehicle adoption continues to fall short of the state's goals?	x	x	x							x	x	Motorcycles
536	12/4/2019	I strongly support the proposal to allow HOV3+ vehicles to use the 880 express lanes at no charge and the proposal to charge HOV2s and CAVs half price. I do not support the proposed hours of operation. This express lane facility (and all others in the Bay Area) should operate at all times (24/7). Traffic frequently occurs on weekends. Any logic behind operating the express lanes on weekdays also applies to weekends. HOVs should get a travel time benefit on weekends as well as weekdays and SOVs should have the opportunity to buy into the express lanes during congested weekend periods as well as on weekdays. There is no reasonable justification to open these lanes to all traffic at night or on weekends.	x	x	x					x				

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537	12/4/2019	The lanes should be focused on moving buses at speeds of at least 55 mph and should be priced to cars accordingly. Caltrans should also work with regional transit agencies to increase the amount of intercity buses.	x											x	Public Transportation
538	12/4/2019	This ruling is totally unfair to Clean air vehicles. The owners of clean air vehicles were denied state rebate as HOV access was being provided. Now, it is unfair to charge the CAV riders. It should be phased out. Also, the ordinance does not mention what would be charged when there are two people in Clean air vehicle (Shouldn't it be 25% or free)	x	x	x										
539	12/4/2019	This ordinance is unfair to clean air vehicle owners, who were denied state rebate, saying HOV access is being provided. Now, if this rule is implemented, it would affect those owners. Also, the ordinance does not mention the % charge for 2 people carpooling in clean air vehicle. Shouldn't it be like 3+ rule?	x	x	x										
540	12/4/2019	The lanes should be free during non commute hours. However, restricting traffic flow during peak commute for a few carpoolers is like restricting blood flow during exercise. You claim the state is a leader in eliminating green house gasses, yet you let cars sit idle at red lights through out Fremont and slow down traffic on freeways instead of letting folks get home. To me this is just a money grab by the state. Eliminate express lanes.							x			x	x	GP Lane Impacts; Environmental Concern	
541	12/4/2019	Clean Air vehicles should enjoy no toll.	x	x											
542	12/4/2019	The new proposed rules are NOT acceptable. Changing the rules of existing CAV sticker holders should not happen. Perhaps you can make future sticker holders abide by the future rules.	x	x											
543	12/4/2019	Waste of tax payer dollars. Only benefits the ultra rich driving electric vehicles or those who can easily pay the exorbitant tolls. Doesn't have any impact on reducing the number of cars on the road. In fact it squeezes more cars into non toll lanes making commute hour traffic even worse.							x	x	x	x	GP Lane Impacts		
544	12/4/2019	Toll lanes should be kept free for 2 people. I carpool everyday to work along the 680 corridor with a colleague because of this. We don't have the exact same schedule but the perk of using the carpool lane with 2 is worth it. If it is 3 people, we will likely return to each driving separately for our respective work schedules.	x		x										
545	12/4/2019	CAV adoption is continuing to rise across the state however still makes up a small minority of all vehicle registrations. Cutting the benefit of free express lane access will put achieving the state goals of 5M emission-free vehicles by 2030 at risk. I'm on board with an overall rise in toll prices, but keep CAV access free.	x	x											
546	12/4/2019	I didn't buy my electric car to use the express lanes for free. But because I do have an electric car and the red sticker, I expect the process to be a contract that enable me to use the express lane until the sticker expires. I'm ok with changes to the structure but don't change the rules half way through the contract. if HOV lanes are not working because of influx of clean air stickered vehicles, remove all access! Don't start charging half priced. That's wrong.	x	x											
547	12/5/2019	No											x	Non-specific	
548	12/5/2019	clean air vehicle should always be free regardless of the number of drivers...3 drivers of a non clean air vehicle pollute more than 1 clean air vehicle in general so you can't justify them paying more for care polluting less and then being charged when less than 10% of the cars currently meet clean air standards	x	x											
549	12/5/2019	I agree with the proposal	x												
550	12/5/2019	I do not favor Toll, period.	x												

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551	12/5/2019	All Bay area highway are off its capability. Turn lanes to carpool is not a really complete solution. (if you ever work for private sectors, you should know how the stress work schedules are: good luck find an accommodated carpooler). Without adding new lanes, the only solution is to shift more jobs out to Austin, TX, reduce the bay area population, which the industry is adjusting itself now.			x						x			x	Build new lanes
552	12/6/2019	I am opposed to CAV vehicles paying any toll in the express lane. That lane was an HOV lane when we bought clear air vehicles and PAID for CAV decals.	x	x											
553	12/6/2019	This feels as though people are simply able to buy their way to a faster commute. What about the families that can't afford fast track and have to drive extra long distances and can't afford to pay these? I don't think these solutions are applicable. I think that there should be an express lane that requires 2/3+ individuals per car in order to be in the express lane, otherwise you'll be ticketed. And make the violations more expensive to offset the costs instead of scaled tolling and making everyone in the East Bay have to pay so much to live here when they can't afford to move anywhere else.	x		x		x						x		
554	12/8/2019	(1) The proposal to increase the Minimum Charge to 50c is excessive. (2) Charging 2ppl or electric 50% is inappropriate	x	x											
555	12/8/2019	Like the idea of 3+ toll free for express lanes. Happy with the overall idea													
556	12/9/2019	Dear MTC and Affiliates:The increase in bridge tolls, traffic fines, and now HOV payment lanes are beyond belief regarding the total amount of monies required, corraled, and frankly, frisked from citizens who MUST travel day in and day out along major roads in the bay area. The recent fee increase and projected planned increases are becoming a form of highway robbery. TRULY.I understand the push to accommodate high-capacity vehicles, however, a majority of folks have, really, no meaningful alternative other than using a car to get to work. What's especially harsh, is the unfair and far more adverse effect upon folks in the lower wage-earning bracket. It begs the question: When will this march to procure a Mount Everest of money ever cease or stabilize? It's an ever-expanding monstrous burden on a person with an average income. In fact, transportation costs measured as a cost to the average household pie, have shot up over the past five years. I'm fortunate to be able to afford these increases and do not mind paying for taxes to support infrastructure. However, I haven't always been so fortunate and worked long and hard to get to a place of stability and comfort in my life. But for many folks it's stressful and deeply troubling to shoulder such a disproportionate burden, particularly those who have been priced out of the urban areas.My message to you is simple: Please stop digging a never-ending, deeper and darker hole in the pockets of good hard-working.	x		x							x	x		

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557	12/9/2019	Dear Bay Area Metro Staff; Thank you for the opportunity to comment on the Tolling rules. Objectively, if the travelers on the toll lanes paid the actual costs of their "rental" of the toll lane, they couldn't afford to use it. Technically, to be fair to all freeway drivers; all costs associated with the toll lane, minus those house when it is "open to all", should fall on toll lane users. The original construction costs of the lane, all associated toll electronics and dedicated personnel. As well as calculated percentage as appropriate of all services provided; all maintenance services or percentage of maintenance services including periodic resurfacing; annualized, and divided by hours of use; and divided among the users appropriate to their usage. This fee is not hard to arrive at. I believe you will find that, despite the fees charged, the toll roads are currently subsidized. The question is then, why? If we are offering periodic exclusive access, why should that access; denied other motorists, be subsidized? Honestly, all lanes should be toll lanes at this point. We cannot build enough lanes to fix the commute; the limiting factors being our inability to deal with the volume of incoming cars on the receiving end of each commute; the shear inability for the numbers of vehicles to navigate 20th century city streets and parking. Motorists should begin to increasingly pay the calculated incremental environmental and societal costs of their use of their single automobile commute; a cost which they can avoid by using public transportation. These new receipts should be applied to enhancing and extending a variety of public transportation options.	x												x	Environmental Concern, Public Transportation
558	12/9/2019	It is just another way to have toll roads in California as are present in the East. They lower the quality of life for moderate to low income people who do not have the discretionary income to pay to this. It is for rich people, just another form of the trickle down approach. It demonstrates a lack of creative thinking by staff. It reinforces a voting leadership block of no idea leaders. In short, is that really the best you can do?												x		
559	12/9/2019	you are gouching more \$\$\$ from commuters where they are already paying lot to have a car and travel to work and earn a living. this is ridiculous asking to pay more \$\$ to work in the bay area and use the roadway that we have been paying through our nose. you are taking our food from the table.	x												x	
560	12/9/2019	I strongly believe that the Express Lanes should be in operation seven days per week and 24 hours per day. If there no congestion (ex. late at night), then the toll would likely be reduced to \$0, meaning that they are open to all. However, by keeping them in operation at all times, the operating authorities would have the ability to increase the toll to keep the lanes moving during heavy weekend congestion and during incident when other lanes are blocked or slow-moving. If they are not in operation, this is not an option. I don't understand why Express Lanes would not be in operation during Sunday evenings, when there is a significant amount of traffic (and buses) returning to the Bay Area.	x								x					
561	12/9/2019	I approve of the \$0.50 cent toll increase on the I-680 Contra Costa express lanes and the I-880 express lanes.														
562	12/9/2019	Express/HOV lanes are a great idea. Requiring FasTrak is necessary to make them function. A minimum toll should be high enough to make them function. No maximum is fine - they need to be able to work, even in high demand. But... the scaled tolls are confusing!! It's going to create a mess for drivers to have to remember which selector to use, be it in a clean air vehicle or in a car pool. Plus, it will mean even more complex and confusing signs! Make the system simple. Make it hard on cheaters. And make it expensive for cheaters and those who fail to use toll tags... and especially expensive for those who obscure or don't have complete license plates!	x		x	x	x									
563	12/9/2019	Clean Air Vehicles should continue to be free.	x	x												

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564	12/10/2019	Two and more should be the carpool free as it has been for years on I-880. Proposal for three or more for carpool makes the express lane more exclusive and will create additional traffic congestions. Also, there should be no minimum in off peak hours as tax payer has already paid for the creation of the road.	x		x					x					
565	12/10/2019	It will be highly confusing with 3 people carpool requirement and it is not fair. commuters coming on 237-E on carpool express lane with 2 people cannot continue on i-880-N. Instead of expanding infrastructure, it is doubly taxing the commuters who has to commute for work.	x		x								x		
566	12/10/2019	Commuting on I-880, and I-680 since express lanes were introduced, has become a nightmare. My husband and I commute in both highways everyday. On I-680 in particular, my 25 mile commute has increased on average 20 minutes and the highway is more congested than it has ever been before. I have witnessed cheaters (who know where there electronic monitoring machines are) enter and exit lanes and cause accidents on multiple occasions. The toll of \$10 for such a small stretch of highway is significantly higher than most toll roads and highways, which only contributes to financial pressures many in the Bay Area are facing.	x					x			x			x	GP Lane Impacts; Avoiding readpoints; Safety
567	12/10/2019	Absolute ridiculous you're going to move more cars out of the express/hov lane into traffic. Many people found a commuting partner and modified their work schedules to accommodate it, now, in your infinite wisdom, you're going to tell them to find a 3rd and ask their company to accommodate a changed work schedule again. I wish I could say this is a surprise but it's, sadly, just more of the same.	x		x									x	GP Lane Impacts
568	12/10/2019	You are not going to bring in more income by implementing these new rules. We specifically purchased a Clean Air Vehicle because the current express lane rules were a very positive incentive for being more green. These changes will open the lanes to a select few while drivers like us will no longer use the lane - thus less revenue.	x	x										x	Environmental Concern
569	12/10/2019	HOV lanes should be for 2 or more not 3. Otherwise rename the lanes to be Lexus Lane. Goal is to encourage people to carpool. Going with 3 will benefit Buses from Google and Facebook	x		x							x			
570	12/11/2019	This is all well and good and like everyone else with no choice but to commute across the bridge I'll just have to deal with it while studies are completed which I fear will reveal there is no solution. The problem exists because in spite of increasingly long westbound backups every business morning the decision was still made to add a bike and pedestrian lane before the lack of public transportation was addressed. I further ask that you not make matters worse by lengthening the carpool lane regardless of what studies show on other bridges. I'm in the Fast Track lanes every morning and my observation is 30% - 50% of the vehicles have only 1 or 2 passengers and do not have the appropriate HOV stickers. There is almost no enforcement. The carpool cheats often hang in the right side cash lanes until the last minute then force themselves over as it's also the only bridge in the bay area where the cash lanes move faster than FT or carpool. Great design you have there. But let's not worry about me. I get paid a pretty decent salary to face this disaster every morning. What about my employees? Most don't live in Marin, they can't afford to. You know this, you've seen the reports. Unemployment in this county is almost non-existent, but the work force comes from the north and the east. We've adjusted work hours to try and accommodate employee's daily commutes but the simple fact is after a few months they start looking for employment anyplace else, and gladly take a lower salary to avoid that damn bridge. It's a quality of life issue but rather than address that you've chosen to allow a very small # of people to ride their bikes or walk/run over the bridge.			x		x	x				x			
571	12/11/2019	I do not support the introduction of toll fees for the EV's since many families specifically bought EV's to commute to take the benefit of the HOV lanes and they are now being penalized for their choice.	x	x											

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572	12/11/2019	Unreasonable expense for commuters. It seems the state continually finds ways to take money from the citizens that already live in this very expensive area. Making people spend more isn't going to clear up the roadways or lessen traffic. People come into this area because the pay is far higher than the areas they are commuting from. So as long as things are put into place to make businesses in the Bay Area pay more traffic will ALWAYS be congested											x		
573	12/12/2019	Stop taking advantage of us!! We pay good taxes for "our" freeways. Its ridicules to be charged for roads we pay for with our tax money											x		
574	12/12/2019	SEEMS LIKE THAT WAS THE PLAN TO CHARGE FROM THE START?. FUNNY IT ENDS UP THAT WAY. TOTALLY AGAINST IT!	x												
575	12/12/2019	Driving is only for the rich now. 680 is ruined with an express lane. It will only get worse. I fail to see how an express lane improved traffic flow as it congested 680 forever.										x		x	GP Lane Impacts
576	12/13/2019	You should add sensors every Ten feet or at least somehow make it absolutely obvious that the user/driver cannot "beat" or trick the system by swerving out of the express lane just before each sensor then swerving back into the express lane after passing the sensor.I and everyone I know see this behavior everyday we are on the highway.This behavior brings added danger to the already dangerous traffic on bay area roads.I am totally for adding these lanes if they are managed properly and the funds are used for road improvements.You should also take the queue from Australia and institute Cell detection technology to enforce laws/fines against the use of cell phones while driving.Cell phone use has surpassed the danger of driving under the influence.					x	x						x	Safety
577	12/13/2019	Will motorcycles be required to have a fasttrak with/on them or just be registered to the motorcycle in the new toll lanes. The reason I ask is I have a few vehicles that are all tied to one fasttrak due to how rarely I use it to cross the bridges.													
578	12/13/2019	Does half price tolls for clean air vehicles apply to ALL clean air vehicles or only those with the stickers?		x											
579	12/13/2019	"All vehicles that use the Express Lanes will be required to have FasTrak including car pools that qualify to pay no toll."I have a FasTrak, does the statement above mean I need something special for carpooling? I do not carpool everyday only occasionally. If three in car is it sufficient to click on three in car?			x	x									
580	12/13/2019	Hi,We use the i 880 from Cushing parkway/Fremont blvd south into 237 express lane towards Lawrence expressway and Mountain View. On the new route it says HOV is 2+. I just read the news that says the HOV will now be 3+ on this route, is this accurate? Please help by clarifying!Confused commuters!			x										
581	12/13/2019	To Whom it may concern:I find it terribly unfair that there is no cap on the maximum toll to drive in the express lane as a solo driver. People should be allowed to know what to expect.I think the FasTrack billing policies should be changed. They expect to automatically receive payment when your FasTrack hits a certain dollar amount so the people that can least afford to ride in the express lane but would like to drive in it occasionally, due to circumstances, would have to pay far more than just keeping a couple of tolls on their FasTrack device.As if this writing, I gave not double-checked the FasTrack pay policy so please forgive me if I was am mistaken. I wanted to send this in before any decisions were made.Thank you for your time and consideration in this matter.	x			x									
582	12/13/2019	Dear MTC,I respectfully object to the plans to charge a minimum toll for allusers of the new express lanes. I don't think the public is fully aware of your plans.Please do not charge carpools. It also hits young families.	x		x										

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583	12/13/2019	Living in the bay area along is expensive, now you are imposing additional toll to use the freeway that we pay with our taxes. That is insane.If you want us to encourage to use public transportation, then you should put more public transit on areas where is accessible to the workforce. Not imposing extra fees when one has no choice but drive.Public transportation should not only be frequent but also affordable.											x	x	Public Transportation
584	12/13/2019	Questions: 1) Please advise how these roads paid by the taxpayers are owned by MTC. It is owned by the people of California who paid for it via gas tax and have continued to as such 2) how can a lane dedicated to toll free“Carpool” arbitrarily be Converted toll charging let alone unlimited charging fee lane. Who gave MTC that right? 3) this whole concept should be confirmed by our legal system. It certainly wasn’t approved by the people	x		x								x		
585	12/13/2019	Isn't the government making enough money from it's people from property taxes? Is this a way to provide rich people faster access while poor people suffer more traffic? How is this fair to the environment? Has the government lost it's sense of purpose. As a citizen and tax payer, I oppose tolls on highways. How is this fair to carpoolers and electric vehicle owners who try to do the right thing?	x	x	x							x	x	x	Environmental Concern
586	12/13/2019	Toll lanes are a rip off.	x												
587	12/13/2019	Requiring HOV 3+ for the whole Oakland-Milpitas express lane section simply doesn't make sense (especially considering that high-pollution 2-seat race car got exception). HOV 2+ Makes far more sense and given what we seen on SR 237, it is enough to maintain federal minimal mandated speed in express lane.	x		x						x				
588	12/13/2019	No toll requirement should definitely be 2 or more instead of 3 or more. People commute on 880 usually have a long distance commute, and it's IMPOSSIBLE to arrange carpool with two other people with such a long distance. You can't expect all colleagues to live close, their kids and family have the same schedule, their boss has the same work time requirement, so they can go around the same time. It also discourages couples in the same household to carpool if it's 3+. It also discourages Uber/Lyft as the drivers are already reluctant to go into Express lane because the drivers pay the fees. You can't expect a passenger to always find someone else when taking Uber. Scoop also won't work because driver pay the TOLL only, and if the driver needs to pick up two other people, it's a 20-30minutes overhead at minimum, and at that point the driver becomes a taxi driver and no time save from carpool anyway.	x		x										
589	12/13/2019	This is a blatant money grab. All drivers need Fasttrack to drive in the new lane. I.e. this lane is for people with money to burn. Never mind the blue collar working class neighborhoods this freeway runs through. Half price for two...., well, I guess we will have to have more kids because to drive on our local freeway through the town we live in is going to cost. It is a completely unfair "solution" to the overcrowded freeways. How about other solutions? Mass transit, businesses with busing or carpool incentives, less urban sprawl, greater density housing. Police could enforce the current HOV lanes. If I can see them, so can everyone. Making people pay for what should be free is not right. Our gas tax and registration tax among others are supposed to pay for repairs and improvements. Instead of being proactive Caltrans chases after problems that have become overwhelming. When Tracy and the valley started to boom, they could have fixed things. Why is BART not in Livermore yet? They have been paying for it for twenty years. This is all a big bunch of bull cr@p.	x		x	x	x						x		

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590	12/13/2019	Please NO 3+ but instead do 2+!!! People on I880 have long commutes, so it's impossible practically to get two other people to carpool without cancelling out the time saved from carpool. There's no alternative to driving for people commuting to South Bay on I880, unless someone wants to spend a day getting there. I'd be completely fine for 3+ if there was a viable public transport option. However since there is NONE, you're just making people to pay more, without making the commute better in any way. So it just makes people's commute more miserable!! Please 2+ NOT 3+! For CAV, there should also be incentive, such as discounted single rider, free with 1 passenger, so people don't feel like they spend extra to say the environment to buy a CAV, but end up paying more for the commute regardless.	x	x	x										x	GP Lane Impacts; Public Transportation
591	12/14/2019	Hi,I'd strongly request to install physical barriers on the I880-237 Express Lane, for the direction of going from I880 South onto I237.The curved lanes have blind spots for both Express Lane and regular lanes, and with Express Lane cars going at 50+mph mostly, especially now with the new FasTrak requirement, while the regular lanes mostly under 10 mph, there are always crazy drivers who cut the double white lines to cheat and get into the Express Lane. However this is so dangerous because of the speed difference and blind spots.The accidents can be avoided if there are physical barriers, which I've seen commonly around Bay Area to prevent accidents in such cases, such as the short verticals white poles that divide carpool and regular lanes at Dumbarton Bridge toll plaza, which is good enough to prevent people from crossing.Please especially consider people who are pregnant and travel in the Express Lane. It's too risky to use it right now because people in regular lanes have strong incentive to cut in at a low speed to save money and time, but any collision in such case can kill the future baby.I'm eager to hear back on what future actions will be taken.							x		x			x	Safety	
592	12/14/2019	Our hard earned tax money goes to maintaining these roads and now your going to charge us to drive in the lanes that our tax money built and maintained.well I can't afford to drive in these lanes and millions of others can't either.this is not right what your doing to the less fortunate people.I hope that someone starts a class action lawsuit on this.											x	x		
593	12/14/2019	Hi,There should NOT be any toll for 2 (or more) people or Clean air vehicle on new 880 expressway from Fremont. I've been living in Fremont for 20 years and I would be extremely if you implement the following policy: 3 or more person carpools and motorcycles pay no toll 2-person carpools and clean air vehicles pay 50-percent toll	x	x	x											
594	12/14/2019	I think it will help with congestion														
595	12/14/2019	Charging for 2 people goes against everything that has been done so far with HOV in the East bay. Sounds like a money grabbing scheme	x		x									x		

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596	12/14/2019	Inequity in the Bay Area is already at an all time high, and the proposed system allows the well-to-do to simply pay their way out of helping ease traffic instead of participating in society-positive things like carpooling or clean air vehicles. Instead of seeing a mix of minivans with families, a Corolla with some young workers, and a pickup truck with two carpenters driving in the HOV lane - you're going to see a solid line of BMWs and Lexuses. Additionally, for those people who have personally spent the extra money on an electric car or plug-in hybrid, especially those who have been stimulating our Bay Area economy by purchasing a Tesla, which despite the cost, is designed and built by Bay Area citizens; the proposed changes mean they will be not only paying more for their car, they won't receive part of the benefits they counted on when purchasing (namely the Clean Air sticker allowing them to use the HOV lanes for free). It's disappointing to see California follow suit of such environmentally backward and perverse taxation states like Florida, where every major turnpike is tolled. Those kind of regressive taxes are counter to the Californian sense of equality. California is a rich, wonderful place because we attempt to apply laws and taxation for improving society as a whole, not based on revenue or individuals. Allowing individuals to simply buy their way through the idea of HOV/Carpool lanes and clean air vehicles like medieval indulgences is not Californian.	x	x									x		
597	12/14/2019	Definitely no 3+ for toll free, and it should be 2+. There are no alternatives to driving for people commuting to South Bay on I880, and finding 2 other carpool people for such a long route is nearly impossible. It should definitely be 2+. Otherwise you're just making people to pay more for an already miserable commute, without giving them any other commute options to get to work efficiently.	x		x							x		x	GP Lane Impacts
598	12/14/2019	2+ for no toll please, NOT 3+! Asking people to find two other people to commute such a long way, including when taking Taxi/Uber, is not practical AT ALL! Otherwise you're just pushing people to the regular lanes, and making very low usage of Express Lane, while making everyone else's commute even more miserable than it is today. Otherwise build public transport!	x		x							x		x	GP Lane Impacts; Public Transportation
599	12/14/2019	2+ for no toll, and 80% discounted for CAV considering it's such a long route for people to commute to South Bay! Please be practical when asking people to carpool, as there's no other options than driving on this route.	x		x										
600	12/14/2019	Useful presentation													
601	12/14/2019	Removing the carpool lane in favor of a HOV lane that only benefits those who can afford the "no-max-toll" -- especially during commute hours -- will just create more traffic on the already jammed packed 880.										x	x	x	GP Lane Impacts
602	12/14/2019	I would like NO tolls for single occupancy CAV to help encourage CAV adoption	x	x											
603	12/14/2019	It is quite disappointing that clean air vehicles have to pay tolls on the express lane. There also doesn't appear to a maximum limit on the toll which could lead to price gouging.	x	x											
604	12/14/2019	Clean air vehicles shouldn't get any discount it's just a tax on the poor. I also believe two people in a vehicle should qualify for free carpool	x	x	x								x		
605	12/14/2019	I don't like I-880 and SR-237 to express lane. That's not make sense to import traffic for people. And clean air vehicles should have free toll pass on this road with one person on vehicle.	x	x								x			
606	12/14/2019	Extending the carpool number to 3 HOV will make traffic worse. The express lanes are already causing traffic during non rush hours due to commuters being packed into less lanes when there is no traffic problem. When you have the additional rule of 3 people for no fee express lane travel, it further congests cars into the non express lanes. Right now there is no need to extend the number of HOV. This further increases the income inequality gap, as only those few who can afford to pay the toll will use it.			x					x	x	x	x	x	GP Lane Impacts

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607	12/14/2019	Clean air vehicles should not be tolled on I-880. This would constitute a bait and switch in which the benefits of purchasing are changed on us. I see very few CAVs, but A LOT of cheaters in the HOV lane. Cracking down on the cheaters will alleviate the crowded HOV lane.	x	x				x									
608	12/14/2019	EV HOV sticker holders should remain free. EVs are still a minority of cars on the road and it's still important to retain the incentives, especially since there are now fewer monetary ones.	x	x													
609	12/14/2019	My commute is already bad enough as it is, having to take the Dumbarton bridge every day for work. How will the express lanes on I-880 and US 101 help with traffic if all lanes are already filled anyways? I'm concerned this will worsen traffic across the Bay, and take my current average commute time from 45 minutes to 1.5 hours or more. We need efficient, accessible, reliable public transit between the Peninsula/East Bay, as well as wider-reaching transit systems North/South that get us places faster than cars. I would happily take public transit if it took me places faster than a car could. but because I have to transfer through so many systems just to get to work, it would take me 2 hours in transit vs a car. Please don't make my commute worse!									x			x		GP Lane Impacts; Public Transportation	
610	12/14/2019	Evs should get free tolls for express land , it was. Big purchase choice for me to get An ev	x	x													
611	12/15/2019	I stay in North Fremont and work in Sunnyvale. I use 880 & 237. 237 already has a max of \$13 max for express lane. One way. Now this 880 express lane touts 'unlimited' price. Assume \$10 one way On 880 & 237. So one trip to work and back will potentially set my back by \$40? [(\$10+\$10) Morning +(\$10+ \$10 evening] I hope I'm getting this wrong, because otherwise this is utterly ridiculous. I'll end up paying \$800 toll every month! What were you thinking? Please make stop this proposal to charge \$\$ for using express lanes!	x														
612	12/15/2019	I am strongly against the proposed tolling rule for three reasons: 1. it will increase the pollution because more cars will be jammed on the highway; 2. changing the existing lane into toll won't benefit the society at all. We need better explanation about how the tolls will be used to improve our public transportation system. 3. how many cars are actually satisfied HOV with 3 persons is not clear. The weak public transportation system in the south bay will prevent people to travel together as there is public access is extremely limited.	x		x						x			x		GP Lane Impacts; Public Transportation; Environmental Concerns	
613	12/15/2019	clean air vehicles paying half-tolls is another ridiculous cash grab shakedown from the county, state, and caltrans. It's reprehensible.	x	x											x		
614	12/15/2019	Getting 3 people to commute together is extremely hard and extra time added to commute to pick up riders. Should stick with free toll for 2 riders and up. Also, please set a max toll. Some express lanes prices are already high enough giving the short distance of the drive.	s		x												

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615	12/16/2019	[Part 1] I attended MTC’s Open House on the Toll Ordinance Amendment on 12/11/2019 in San Lorenzo. I would like to submit the following comments on Express Lanes and the Toll Amendments. From 2001 until 2018 I worked as a sales rep and spent my days driving around a wide part of the Bay Area from the entire East Bay to San Jose and up to San Mateo on the Peninsula. Success in my job depended on daily efficient navigation of the roads and freeways in my area. I spent over an hour at the Open House and I was nearly the only person in attendance. There were more representatives from the MTC than citizens. I note this because I believe local governments very often list “community input” as a key element of the planning process at the same time that they work to limit that input with poor communication and scheduling. Holding an Open House at 5pm on a Wednesday at a small library off the beaten path of commuters almost guarantees minimal attendance, especially when regular library hours end at 6pm. Minimizing community input could serve MTC’s interests because it makes passing amendments more efficient without the hassle of the myriad objections of a diverse public. I find “pay to play” Express Lanes contrary to the public interest on many counts. We seem to be in the later stages of a vastly expanding demand for “road space” brought on by a growing population and a social fabric that incentivizes individual personal mobility. We embrace an economic system that relies on personal initiative to realize economic advancement. You could say we all have to compete with each other for everything from basic necessities to vast wealth...and we hope that a certain “common good” results from the competition. Despite the benefits, the gordian’s knot we cannot untie, in these times, is the income and wealth disparity created by the system. Against this backdrop, we want government to treat all citizens equally, and conversely we criticize government when policies benefit the rich and handicap the “not so rich”. Roads and freeways could not be a better example. We see roads and freeways as constructed and maintained by all our taxes. Therefore, they should be accessible to all. So, the HOV exception posits unequal access, but in the service of a general good, clean air. Enabling the biggest, most gas-guzzling Hummer with one driver to enjoy exceptional mobility because they are “willing” to pay for it is a policy in sharp contrast to serving the public good. It is the perfect example of government serving the rich and handicapping the poor. It is policy that plays its little part in creating the wealth disparity that we can’t find a way to reverse.	x		x							x		x	Public Transportation; Outreach format

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616	12/16/2019	[Part 2] The two points I heard repeatedly from the presenters at the Open House were the “legal” obligation to maintain a lane with 45mph average speeds and the assertion that paying the toll is simply a choice offered to everyone. I tried to learn the facts of the “legal obligation” and what I could find is that HOV designated lanes are required to maintain the 45mph speed average to remain eligible for Federal funds. If this is the case, it would explain the convoluted rules to continue the HOV designation and still institute a toll structure for all drivers. I would assume, if the sole reason for disrupting equal access to all lanes were the desire to promote clean air, the solution would be to increase HOV to three persons from two...and, in time, from three to four in order to continue the 45mph speed average and ensure federal support. The addition of the toll feature does not clearly relate to the promotion of the public good. It does provide a flexible and effective way to push cars out of the Express lanes, just keep raising the price until those less able to absorb the tariff move over. The more money you have, the less painful it is to pay up. The Express lane becomes a benefit for the rich and not a benefit to all. Clearly, as the volume of traffic continues to increase and the 45mph is maintained the lock down for everyone outside the Express lanes will just get worse over time, and the government proposes no relief to that problem. Referring to use of the lane as a simple carefree “choice” comes across as the MTC’s attempt to ignore the whole question of whom the policy actually serves. It is true to say that the low paid worker who travels long distances on jammed freeways to get to work is not “willing” to pay the toll, but that hardly captures the reality behind that “choice”. The bottom line here seems to be that Express lanes produce increased dollars into government coffers, both from tolls and from low-cost fine assessments. One might suppose that those increased revenues would facilitate other public benefits like road maintenance or improved rapid transit, but one would also want to see that issue addressed in the presentation PowerPoints offered to the public. I am, personally of the opinion that the Express lanes should be reserved for buses and emergency vehicles. Incentivize people to get out of their cars altogether if possible, and give critical services the room to operate. Let the rest of road be shared by everyone else. If the pain and health hazards of individuals driving their own vehicles are felt by all, then maybe we will feel a more pressing need to change the culture we have created so far.												
616	12/16/2019	[Part 3] Maybe self-driving pods will become a reality sooner than later and we will maximize the efficiency and safety of our existing infrastructure prior to evolving into some better yet mobility world. I might add that across my social contacts there are few that currently have positive opinions about the creation of Express lanes. Offering comment at this point feels like coming to the party as everyone else is putting on their coats to leave. Still, thank you for affording me a chance to say my piece. If anything I have said is helpful at this stage of the planning, I am happy.												
617	12/16/2019	No.												
618	12/16/2019	I think the express lanes should be free between at least 10 am and 3 pm, since otherwise it would be under-utilized in this time range and would increase traffic in the remaining lanes.	s							x	x		x	GP Lane Impacts
619	12/17/2019	Hello, I support congestion pricing in express lanes as well as congestion pricing for all highway roads. Drivers severely underpay into the transportation system that they use and I supporting tolling every lane of every freeway to help correct this imbalance. I do not think that emission free or emission reduced vehicles should get a discount on tolls. There is no evidence that this incentivizes the purchase of climate friendlier vehicles. I would like a portion of the tolls collected on the freeways to help pay for better walking, biking and public transit infrastructure.		x									x	Public Transportation

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620	12/17/2019	Hi, I'm writing about the details for the express lane project on I-880. I have one major and one minor piece of feedback:First, I strongly oppose requiring all express lane users to have Fastrak transponders. Carpools should always be able to use the lane, regardless of whether they have a transponder. Fastrak (along with residential parking permits) is one of the subtle but destructive ways that we strongly incentivize car ownership over car renting/sharing (yes, many Zipcars have Fastrak but Zipcars are also vastly more expensive than traditional car rentals). It undermines MTC's goals to penalize car-free households.Second, electric or hybrid vehicles should receive no toll reductions. Their lifecycle carbon costs are still very high, as are their costs to public health and safety. Further, they tend to be owned by wealthy people and this special treatment therefore conflicts with regional equity goals.		x	x	x						x		x	Environmental Concern
621	12/17/2019	Fewer lanes No HOV2 discountMore transit Congestion charges No clean air discounts (for rich Tesla drivers)	x	x	x							x			
622	12/17/2019	Clean air vehicles should pay half toll but carpools of 2+ should be free. It's hard enough to find someone with whom carpool without the added cost. It's getting less and less desirable to carpool.	x		x										
623	12/17/2019	Really not happy about charging to use the lanes while using an EV. You're going to force more congestion into the other lanes and reduce the incentive to buy an electric car. This seems like a revenue raising plan rather than something designed to address commuting congestion.	x	x							x		x	x	GP Lane Impacts; Environmental Concern
624	12/17/2019	Horrible idea making carpool exemption 3 people vs current 2 per car. Strongly oppose new ruling.	x		x										
625	12/17/2019	It will be hard to get 3 people in a car to carpool. Please keep it at 2. Let's not make everything a Disney Land fast pass. Lots of us do not men's for these tolls	x		x										
626	12/18/2019	Why is your committee insistent on making traffic worse? People like my dad who work several jobs per day will be stuck in traffic for hours after working long hours. I foresee drivers getting tired and sleepy while in traffic and more accidents happening. There must be a better way to help the community. This is only going to cause more traffic in neighborhoods as well. I do not agree with your solution to charge drivers more money (if they can afford to.)	x									x		x	Safety; Local Street Impacts
627	12/18/2019	I have a few reservations regarding this change: - Why is it deemed important to have a reliable lane for some people? - What is the expected average speed for traffic in the carpool lane? - Are there any studies done how this impacts the traffic for the rest of the population? Given that some of us drive more than an hour to get to work, this is only scary. - Why are electric vehicles charged money for the new express lane. Doesn't it disincentivize people from buying electric cars? Please note that electric cars are far more expensive than similar sized gas cars. - Requiring 3 people in car in the express lane will disincentivize services like sqoop, which help reduce the traffic. Only can only imagine how difficult it is to synchronize timings for 3 people compared to 2. - Do county/city non-emergency vehicles qualify for express lane with one passenger in them? - I am finding it difficult to see as to who will benefit from this. Well off people already live closer to work; it is the people without choice who drive long distances, and this only makes it worse for them.	x	x	x							x			
628	12/18/2019	Change from HOV to Express Lane would ONLY make traffic worse, paritcular with the long 5AM to 8PM time range.									x	x		x	GP Lane Impacts

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629	12/18/2019	I very much support having no maximum toll, to help ensure that toll lanes/HOV/HOT lanes remain as free-flowing and fast-moving as possible. In addition, I think it is wise to charge tolls for two passenger carpools and electric vehicles. The more passengers in any given vehicle, the lower the toll should be. Furthermore, I very much support automated enforcement of toll violations and I fully support efforts to charge single-occupancy drivers more to drive on freeway lanes or elsewhere.	x													
630	12/18/2019	We paid significantly higher price for electric cars to help the environment, and now you're proposing to charge more for HOV lane usage. CA already has the highest tax rates in the country and you want us to pay more to use the roads that are paid for by the taxes. I think the proposed rules are ridiculous. BTW, the pot holes on I-680 between Pleasanton and Sunol are horrendous and have been for years. Please, please fix it!	x	x									x			
631	12/18/2019	Waze is a mobility platform that helps people move more freely in the communities where they live & work. As a navigation app with 130 million active monthly users, we are dedicated to getting people out of traffic, and with Waze Carpool, we are dedicated to ending traffic all together. Since 2016, when we first started U.S. beta testing, Waze Carpool has been matching Bay Area commuters with other residents with similar commutes. Since then our Carpoolers in the Bay Area have traveled fifteen million miles together. For too long, the I-880 HOV lanes have underperformed. The lanes operate with speeds of less than 45 miles per hour along 90 percent of the corridor and are bogged down by single occupant vehicle drivers who skirt the rules. The efficient use of every mile of the Bay Area's interstates makes for happier citizens, cleaner air, fewer greenhouse gas emissions, and a stronger economy. The changes proposed by the Bay Area Infrastructure Financing Authority will: encourage multi-passenger carpool trips, erasing vehicles from rush hour traffic; provide a quick and reliable travel time for residents that minimizes the environmental impacts of their car trips; support the Bay Area in meeting its GHG reduction requirements; offer solo drivers the legal option of a shorter travel time on days when they need it most. Recent technological advances by Waze and other companies empower drivers to make the most of these proposed changes. In particular, Waze recently added toll pricing to our navigation app, allowing drivers to compare both time and cost savings available to them by using HOV toll lanes vs. traditional lanes. Making this information available while planning their journey helps drivers make the best decision for themselves. Waze also recently improved the experience in Waze Carpool allowing drivers to add multiple passengers to their trip. This addition will make it easier than ever for Bay Area residents who wish to take advantage of new HOV-3 lanes to find carpools along their route to go with them. This real-time personal cost/benefit calculation, paired with the ability to take action and fill your car with additional passengers with a few taps on a screen, is unprecedented in the history of car travel. For the benefits provided to the region and expanded travel options for our users, Waze supports the MTC's proposed policy and operational changes to the Interstate 880 HOV lanes.														
632	12/18/2019	I think it is ridiculous to charge tolls during non commute times. It just causes unnecessary congestion.	x							x	x				x	GP Lane Impacts
633	12/18/2019	Overcrowding of the toll lanes over a 1 year period should automatically result in the expansion of the toll+HOV lanes by converting the next adjacent general purpose lane. A portion of the toll revenue should be used to fund additional express bus service using each toll lane.									x				x	Public Transportation

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634	12/18/2019	Hi. Good morning. I just wanted to comment on the minimum tolls -- the minimum toll change on the I-680 express lane. They should be set at zero, not raised to fifty cents, to allow for unrestricted travel in the express lanes when conditions reflect no congestion and free-flowing traffic, and that's specifically during the early morning 5:00 AM to 6:00 AM, during the midday 10:00 AM to 2:00 PM, and sort of the shoulder off-peak from 6:00 PM to 8:00 PM. Caltrans PMS data shows an overall A level of service with consistent speeds above 60 miles an hour in both the general purpose and the express lanes during these specific hours. This was the case before the express lanes went into operation in October 2017 and remain the same today. These express lanes are a great congestion management tool, but when there are periods of no congestion, it becomes solely a revenue generating tool, and we can see the impacts that it has during the transitional hours from 9:00 AM to 10:00 AM and 2:00 PM to 3:00 PM when the commutes are starting. We're seeing these commutes start earlier, especially in the northbound direction. There's been a lot of discussion around operational consistency aligning these rules with other express lanes. That really disregards the reality on the ground. I would urge you to consider lowering the minimum toll to allow the toll administrator, or the scaled tolls to reach zero when there is no need for an express lane.	x							x					
635	12/18/2019	Good morning, and very briefly, this may have been covered, but I missed it, about equity. Is anybody discussing means-based tolling and using the FasTrak, you know, tag just like a way of using Clipper for regular transportation? That's my comment.				x						x			