

Public Comments received on BAIFA Toll Facility Ordinance:  
04/08/2025 through 05/09/2025

ID	Date	Channel	County	Comment Text	THEMES								
					Economic Burden	Fairness & Equity	No Tolling	Climate & Air Quality	Need for Alternatives to Driving	CAV and HOV Discounts	Freeway Performance	Safety & Enforcement	Process Questions
1	2025-04-10	Email	Solano	<p>Instead of toll road express lanes, we should be installing the new Glydways like have recently been approved in Contra Costa County. These express lanes are a new name for the same old toll roads the we all hate from back east. Glydways are cheaper and will actually solve the the traffic problem instead of just taxing it.</p> <p><a href="https://www.forbes.com/sites/tonybradley/2025/02/21/glydways-has-a-new-vision-for-public-transit/">https://www.forbes.com/sites/tonybradley/2025/02/21/glydways-has-a-new-vision-for-public-transit/</a></p> <p>Please reseach and consider this new tech that has the potential to actually solve the traffic congestion problem in the same or less space as a toll lane.</p> <p>Regards [Name redacted by MTC] Rio Vista, CA</p>					Y				
2	2025-04-17	Webform	Unknown	This will make it more hard for people who work in napa to travel there or go back home to Solano. It will create less population to our town. We're already in horrible times financially, we cannot do this more to your citizens. Being a first time mover here 2 years ago. I was happy I could still work in napa as many jobs in Solano are 16 an hour. Rent is 2k these days and the only way some, like me can keep paying taxes for your town and keep living here, is if no toll.	Y								
3	2025-04-20	Webform	Solano	Complete [Expletive redacted] we pay enough taxes to drive, I can't wait to move out of ca	Y								
4	2025-04-23	Webform	Alameda	Yall are money hungry 🤖🚗🚗 STOP IT 🗑️🗑️🗑️	Y								
5	2025-04-25	Email	Solano	<p>We know we need to reduce driving in order to reduce greenhouse gases. Even e-cars are not enough and they do nothing to reduce congestion. We need some sort of tax on driving but we also desperately need alternatives to cars and car ownership in the form of improved public transit and cycling. Transit/cycling needs to be comparable in terms of convenience/cost to driving in order to get people to switch. We need bike highways to connect cities and protected bike lanes in the cities. Cheers.</p> <p>[Name redacted by MTC]</p>				Y	Y				
6	2025-04-28	Webform	Alameda	This [Expletive redacted]! Is stupid why pay for [Expletive redacted] I already get taxed for!			Y						
7	2025-04-30	Webform	Unknown	One of the main reasons I bought an electrical vehicle is so that I could use the Fastrak lanes. I was disappointed when you switched the I-880 corridor from free to reduced fee for CAVs, but I still use it for daily commuting. I am really disappointed that you are ending the program on Sept 30, 2025. If one of the stated objectives of the State of California is to improve air quality and promotoe the purchase of Clean Air Vehicles, then you should not remove this key incentive! Please do not remove the CAV discount in September- the program is working well, it promotoes the purchase of electric vehicles, especially when the price of EVs is going up.				Y		Y			
8	2025-05-01	Webform	Solano	Added costs and charges to the working class commute are entirely unethical and are unnecessary. This adds to the already existing wealth disparity. You should all be ashamed of yourselves.	Y	Y							
9	2025-05-03	Webform	Unknown	Will only support proposed Amendment if HOV 3+ is still no charge to promote carpooling for Express Lanes and half price on Bridge Tolls without Low Income qualifications. There is already enough financial burden on Middle Income Families trying to survive in the Bay Area.	Y	Y				Y			

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10	2025-05-04	Email	Solano	<p>The one glaring fact about express lanes, is they are built with a California gas tax imposed on all California vehicles, yet pressed into service for even more receipts from only the drivers who can afford it. The general public use of the lanes they largely paid for, is restricted.</p> <p>Promulgation of freeways in any form is, as a pursuit, environmentally degrading everywhere; and ignorantly passes the weighty, very real long term costs on to our children and their children; who will have to deal with it on a survival basis forever, essentially.</p> <p>All of these costs and “improvements” need to be turned toward fast, safe, and efficient public intermodal transportation. The commute has not worked since the late 50’s/early 60’s. It supports industries, themselves polluting, that are retrograde in contrast to the very real, present day, ignored, facts of life. California, like the rest of the west, will become hotter, dryer, and certainly more expensive. Agriculture, grazing animals, food crops will cease to exist as we know them.</p> <p>Cal-Trans and other government agencies need to align themselves with the facts of climate science; and halt their collusion with for profit auto-centric industries.</p> <p>The only personal vehicles we should be using, as a goal, are Neighborhood Electric Vehicles, carrying us a few miles to the nearest public transportation hub.</p> <p>Any remaining freeway lanes can then carry articulated electric busses to extend our public transportation reach and speed; and emergency vehicles. Everyone is feeding off of a polluting lifestyle; to the real extent that it is, scientifically, a death style.</p> <p>The Bay Area, like most coastal U.S. cities; cannot guarantee a safe plan for growth beyond 10 million people, due to accelerating sea level rise.</p> <p>Our solution should not be repeating and extending our failed past. How many hours per day should we drive, lemming-like, into a very assured dead end? We need to decentralize rather than engage in the endless, expensive task of building and maintaining seawalls.</p> <p>I would expect California transportation in particular, to become more forward thinking than our climate science; in anticipation of a future that is now sharply defined.</p> <p>Yours, [Name redacted by MTC]</p>		Y	Y	Y	Y				
11	2025-05-04	Webform	Solano	<p>this [Expletive redacted] is stupid as hell just invest in public transport instead of [Expletive redacted] over our already crowded highway maybe figure out a real solution</p>					Y				

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12	2025-05-04	Email	Unknown	Please do not add any new road capacity. That would induce travel and cause an increase in the Bay Area's VMT.  Regards, [Name redacted by MTC]				Y						
13	2025-05-08	Email	Solano	I am not sure if this comment has been made. Can the ordinance reflect that on all Bay Area express lanes "JUST NEED 2 PERSONS PER VEHICLE."  What I noticed is on Interstate 880 Eastbound and Westbound the requirement is 3 persons per vehicle. Interstate 680. Eastbound and Westbound ONLY require 2 persons.  [Name redacted by MTC] Solano county resident						Y				
14	2025-05-09	Webform	Unknown	Absolutely not. No more taxes. You didn't do anything but take a carpool lane and charge for it's use work a different name. Theft. Absolutely blatant theft. Fix the roads properly.		Y	Y							
15	2025-05-09	Email	Solano	Hello,  My name is [Name redacted by MTC] and I'm a Fairfield and Solano County resident. I've lived in Fairfield most my life, commuting to Santa Cruz for undergrad, San Francisco (SF) for work, and Cordelia for community college. I have experienced virtually every express lane out there, for an extended amount of time. The freeway corridors of Contra Costa county and Alameda county, as your website suggests, are the two highest points of traffic in the Bay Area, 'making 30% of Bay Area congestion'. Solano County does not see that type of congestion by numbers, nor delayed time due to congestion. It does not take me an hour to move 4 miles in Solano county's corridor as it does when I commute to SF. Solano County does not need an operational express lane, and by obvious extension, no express lane toll levied upon Solano County residents and neighboring guests passing by.  You are giving incentive to create congestion. Congestion will be by convention, forcing people to get fastrak to otherwise use a lane that they could've for free to distribute the congestion and to taper it as regular traffic sans express lane does. You will incentivize people to risk getting a ticket by going into the express lane. Solano County drivers have customarily used all lanes and are used to it. You are imposing an ordinance that disrupts our traditions and customs in solano county. It's our American right for democracy and solano county didn't vote on this ordinance. An ordinance that affects them greatly and solely. There is no compelling interest for the state to pass a vote up and create this. There is no benefit but to that of BAIFA. Not the people of Solano County.  [comment continues on next page]	Y	Y	Y				Y	Y	Y	

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15	(continued)			<p>There's a minimum toll as decreed when there is little to no congestion. I don't see the point of taxing people on this express lane when it loses its value of being an "express lane" and becomes a regular lane. If you raise tolls during congestion to keep traffic smoothly, the only traffic that will hypothetically be going smoothly will be the express lane. All other lanes will be congested because they have one less lane to use. This is penalizing all drivers, and backing them in a corner because another reason this ordinance gives to making a lane is "reward carpoolers". This implies that the express lanes want to minimize vehicle traffic for a better environment and/or traffic congestion. So, how does one minimize vehicle traffic congestion? By municipal transportation. However, solano county has no efficient and timely means of transportation. We don't have trains from city to city, we don't have BART. People in Solano county have very little to no other means of transportation to fall back on when rush hour hits and a whole lane has been removed from use for non fast track peoples. What happens to the person from Vacaville who has work in Vallejo? The person who is from Vallejo that goes to solano community college in Fairfield? This is penalizing people and giving them no alternative, thus they'll still be on the road in their vehicles. Creating an express lane and having no other viable means of transportation is going to create congestion by convention.</p> <p>If congestion was the real issue, we would have better municipal transportation. We would have better bus systems, better rail systems, even promenades, but instead we have an exclusive lane that encourages by design what it's hoping to reduce: congestion and vehicular traffic.</p> <p>I'd like to shift your attention to the actual monetary cost of toll. You may argue that this is nominal or negligible, but the average American does not want to add another headache after going to work for 8-12 hours and then an addition 2-4 hours with their family especially if they have kids, and then be burdened with something new. The teenage kids who only work 4-20 hours a week while going to school that will also be penalized with the conception of fastrak toll. It is simply unamerican to nickel and dime us, and we are as American as they come here in Solano County. In 1767 the British applied the Townshend Acts upon the American people which were negligible taxes, and yet it was one of the biggest things to lead to a revolution. The British taxed us just because they could. It goes against principle to add a toll in Solano County. Historically the most American thing is to not pay taxes, and you can bet that a lot of people going into the express lane will not have fastrak or carpool because they don't want to be nickel and dimed to just go to work, obliterating the initial purpose of reducing congestion. As I said, Solano County is as American as they come.</p> <p>In the public hearing this morning, the individual presenting the ordinance dictated how there are already cameras installed at FastTrak points and that there are plans to make apps which would better help CHP on criminalizing people who use the Express Lane without a FastTrak device. The cameras are an extreme oversight, and the apps are an overreach from the state. The apps have a strong implication to lead to the dereliction of duty for CHP as this implies that CHP will prioritize, or be more concerned of, individuals who aren't paying BAIFA their dues rather than serious and dangerous traffic violations. It strongly suggests that CHP will be less of a highway patrol, and more of a police force for BAIFA's Express Lanes.</p> <p>Furthermore, I'd like to mention that I only was made aware about this ordinance and the public hearing for it on Instagram the night before as an ad. I believe the outreach should be better.</p> <p>I implore you to rescind the Solano County ordinance, and the overreach on all other FastTrak Express Lanes.</p> <p>Thank you for your time and have a good weekend, [Name redacted by MTC], Concerned Solano County Resident</p>	Y	Y	Y				Y	Y	Y

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<b>Number of Comments aligned with each Theme</b>					<b>6</b>	<b>5</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>1</b>