



Bay Area Infrastructure Financing Authority
101 8th St., Oakland, CA 94607
TEL 510.817.5700
EMAIL info@mtc.ca.gov
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Memorandum

TO: BAIFA

DATE: March 7, 2014

FR: Executive Director

W. I. 6840

RE: Summary of Public Outreach for I-680 Express Lanes Southern Segment

Over the last three months, BAIFA staff conducted public outreach to gather input on the project, which will convert the existing HOV lane from Alcosta Blvd. to Livorna Rd. (northbound) and Rudgear Rd. to Alcosta Blvd. (southbound), for consideration by BAIFA and Caltrans. Since Express Lanes are relatively new to Contra Costa County. This memo summarizes the public comments for BAIFA's information.

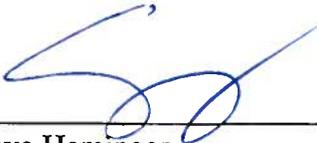
Outreach efforts included (1) presentations to eight stakeholder groups representing about 65 stakeholders (see Attachment 1), (2) a public open house held January 30, 2014 at which 32 members of the public signed in, and (3) an online open house hosted on www.BAIFAExpressLanes.org. The online open house was active from January 30, 2014 through February 13, 2014 and viewed 246 times. The public open house and online open house were publicized through post cards mailed to over 550 businesses and individuals, e-mails sent to 875 businesses and individuals, newspapers ads, and a press release.

The majority of stakeholder meeting attendees appeared to be supportive of the project, expressing no disagreement or concern with the presentation materials. We received written comments from 29 individuals.

Staff consolidated comments from the efforts, in order of prevalence:

1. Questions about project benefits relative to cost
2. Concern about impacts on HOV lane users
3. Questions about toll tags
4. Questions about the decision-making process
5. Questions about revenues
6. Concern the lanes are not fair to lower-income travelers (equity)
7. Concern about having to pay a toll to use a lane paid for with taxes
8. Questions about enforcement
9. Questions about other activity in the corridor

Attachment 2 summarizes the verbal and written comments and staff's responses. Written comments were submitted on comment forms or through email. BAIFA received two formal letters during the comment period, which are included in Attachment 3. The project fact sheet and FAQs, which anticipated many of the comments received during outreach, are provided as Attachment 4. BAIFA staff will expand the FAQs and develop additional materials as appropriate to address new themes heard through the outreach process.



Steve Heminger

SH: bl

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Attachment 1: Outreach Meetings

Meeting	Date	~ # Stakeholders Attending
Southwest Area Transportation Authority (SWAT) (CCTA)	11/4/13	7
Alamo Municipal Advisory Committee (MAC)	11/5/13	5
City of San Ramon Directors	12/5/13	7
Danville Town Council Study Session	12/10/13	5
San Ramon Policy Advisory Committee	12/18/13	7
San Ramon Transportation Advisory Committee	1/16/14	7
San Ramon Chamber of Commerce	1/28/14	20
San Ramon City County	1/28/14	7
Open House	1/30/14	32 (signed in)
Online Open House	1/30/14 thru 2/13/14	246 views

Attachment 2: Summary of Verbal and Written Comments

Comment Summary by Theme

Responses

1) Project Benefits Relative to Costs:

Many people questioned the benefits of the project relative to its costs. The public expressed concern that the project would not alleviate traffic congestion, because a) not enough capacity exists in the HOV lane and b) queuing will occur at the express lane access points. People suggested that there are better ways to spend the money, especially converting the HOV lanes to general purpose lanes. Other suggestions included providing BART in the I-680 corridor, providing bus rapid transit in the corridor or providing basic HOV lanes throughout the corridor from I-80 to I-880.

- The benefit to cost ratio of express lane conversion projects (from MTC's application to the California Transportation Commission) is greater than 5 to 1, meaning that the benefits from travel-time savings, reductions in accidents and reductions in emissions outweigh the capital and operating costs 5 to 1. [Note: express lane revenue was not included in this calculation.]
- Based on traffic analysis conducted for the project, the 2015 average peak period speed in the general purpose lanes is projected to be up to 35% faster in 2015 if the express lane is built. This speed improvement varies by direction and A.M. vs. P.M. peak period. The traffic analysis also showed there is 37% available capacity in the HOV lane in the A.M. operating hours in the north and southbound directions and 23% available capacity in the P.M.
- This express lane will have open access, so cars will enter and exit the express lanes similar to how they enter and exit the HOV lanes today thereby preventing queuing at limited access locations. [Note: public response to this concept was received positively.]
- The dynamic tolling system will be designed to keep traffic in the express lanes flowing smoothly, as required by state and federal law. If traffic gets heavy enough, the express lanes will revert to HOV only, allowing carpools to maintain their advantage.
- Under current law, Caltrans must ensure HOV lanes meet federal performance thresholds for speed. Increasing the HOV occupancy requirement is one possible response, if the volume of HOV and other permissible vehicles causes the corridor to fail to meet the federal standard. Increasing the requirement in conjunction with the opening of express lanes gives 2-person carpools the choice to continue to use the lanes at a lower cost than non-carpools.
- Hours of operation of HOV lanes and express lanes are driven by traffic volumes. If the peak traffic period expands, the hours of HOV lane or express lane operation could expand.

2) HOV Lane Users:

Several people expressed concern that the conversion of the HOV lane to an express lane would be used as an opportunity to raise the occupancy requirements to 3+ or to increase the hours of operation of the lanes. These were seen as part of a larger strategy to generate revenue. Others stated that the conversions would slow down the HOV lanes and that express lanes are counter to encouraging carpooling, because they take away an advantage to carpooling. Finally, a few stated that having to obtain a switchable toll tag was an inconvenience and a cost to carpools.

- Carpoolers will have to obtain switchable toll tags. Like the

Comment Summary by Theme

Responses

3) Toll Tags:

People wanted to know how switchable toll tags would work, when they would be available and how they would get them. They also had comments about the design of the tags and the need for user consistency across the state.

4) Decision-Making Process:

Some people asked about the agencies involved in the planning, design and operations of the lanes and how these agencies would work together and be held accountable. Others asked how their comments would be heard and if they made a difference. A few also questioned if the CEQA process was being followed, including analysis of cumulative impacts.

existing FasTrak® tags, BATA will purchase switchable toll tags and make them available to customers with a refundable deposit. These tags will help enforce proper use of the express lanes and improve conditions for current carpoolers by making it easier to identify and stop violators. BAIFA staff will explore the potential to provide incentives to people using their switchable tags to carpool in the express lanes.

- Toll-free vehicles will need FasTrak® switchable toll tags (already in use in Southern California) properly mounted in their vehicles. These tags allow users to toggle a switch declaring that the vehicle is carrying two or more occupants. When set on 2 or 3, the tolling equipment knows not to charge that vehicle a toll.
 - FasTrak® switchable toll tags will become available in spring 2015.
 - Switchable tags will be able to be read on all express lanes in the Bay Area and throughout the state. BAIFA participates in a statewide group exploring statewide tolling consistency.
 - BAIFA is a Joint Powers Authority (JPA) between the Metropolitan Transportation Commission (MTC) and the Bay Area Toll Authority (BATA). The Authority's current composition consists of elected officials from Alameda, Contra Costa, Napa and Solano Counties.
 - BAIFA and Caltrans will consider the comments provided by the public prior to approving the project.
 - Caltrans as the lead agency is following the process documented on the Standard Environmental Reference (SER), which is the Caltrans guidance on how it and its partner agencies working on the State Highway System comply with environmental laws (CEQA and NEPA). It can be found at <http://www.dot.ca.gov/ser/>.
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Comment Summary by Theme

Responses

5) Revenues:

There were several questions related to toll revenue including how it will be used, how long it will take to pay back the project cost, if the revenues will be spent in the corridor or in the county, how much will be generated over time and who makes decisions about revenue use.

6) Equity:

There were several comments received expressing concern over the fairness of express lanes to lower income travelers.

7) Taxation:

Several people mentioned that they should not have to pay to use something that their tax dollars paid to build.

8) Enforcement:

People expressed the need for better HOV enforcement, but mostly just asked how enforcement would work.

- The first priority is to pay for the operations and maintenance of the express lanes. Within the next year, BAIFA board members will review the policy for building out the network and distribution of remaining revenue. First, however, BAIFA staff will revise the revenue projections to get an updated understanding of projected revenue.
- In fall 2012, MTC conducted focus groups and surveys with low-income and minority travelers living or working along BAIFA Express Lane corridors and found that these populations like the choice express lanes offer solo drivers. 62% of respondents said they'd be willing to pay to use the lanes sometimes. Surveys conducted elsewhere in the country have shown that even though high-income households travel by car more frequently than lower- and middle-income households, all income levels value and utilize toll lanes for better reliability of travel.
- The lanes will remain free for HOV users. This project will give single drivers a choice do something they currently can't do, for a fee. Data from other lanes suggest most people pay to use the lane occasionally, when they really need a reliable trip – to pick a child up from day care, get to the airport or make a critical appointment.
- While transportation tax revenues support highway operations and maintenance, which is chronically underfunded. Toll revenues from express lanes will be used to address this funding need for express lane operations and maintenance.
- If a driver uses the express lane without a FasTrak® toll tag account, BAIFA will issue a toll violation based on the license plate pictures taken by the toll system. This process is how FasTrak® works at Bay Area bridges. The California Highway Patrol will verify that drivers in the lane are correctly representing themselves as carpools (or other toll-free vehicles) through observations and using express lane technology.

Comment Summary by Theme

9) Corridor Issues:

The final theme included questions about the relationship between this express lane and the Direct Access Ramp (DAR) proposed in the corridor, the relationship between this project and ramp metering and finally the relationship between this project and sound walls.

[Note: The DAR is a proposed HOV on/off-ramp from I-680 to the San Ramon employment center, Bishop Ranch. It is not fully funded yet.]

Responses

- The DAR is a separate project. It is not contingent on this project and this project is not contingent on the DAR. It is being studied as HOV access ONLY.
- Ramp metering equipment is partially installed in this corridor, but it is not sufficiently complete to be usable. This express lane project will not complete metering installation or activation. MTC and Caltrans, in coordination with local agencies, decide when the meters should be turned on with a goal of activating meters to mitigate existing congestion along a usable segment consisting of at least five consecutive interchanges.
- If a project in the corridor is adding capacity, sound walls must be considered during the environmental document process and meet certain criteria to end up being constructed. BAIFA evaluated traffic noise resulting from the project and found that because the project does not add additional lanes or bring traffic closer to homes or other sensitive land uses, changes in noise levels from the project would be negligible and not perceptible. The existing sound walls effectively shield residences from highway noise; existing sound wall locations and heights would not be changed as a result of the project.



San Francisco Bay Chapter

Serving Alameda, Contra Costa, Marin and San Francisco counties

13 February 2014

Bay Area Infrastructure Financing Authority
c/o Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607

via email to info@mtc.ca.gov

re: Proposed I-680 conversion of HOV to Express Lanes, Alcosta to Livorna

To Whom It May Concern:

Today is the deadline for providing comments on this proposed project. Having reviewed the pages with a home page at <http://www.expresslaneopenhouse.org/home/>, the Sierra Club offers the following for your consideration.

The presentation is in summary form and does not provide information that has led to the conclusion that there will be no significant impacts on air quality and other factors (<http://www.expresslaneopenhouse.org/home/environmental-resource-analysis/>).

The information on the web pages does not appear to comply with the requirements of the California Environmental Quality Act (CEQA). For example, the list and extremely brief video narrative in the above-referenced page does not appear to be comprehensive.

There does not appear to be any information demonstrating how the proposed project supports regional efforts to meet the requirements of SB 375 (Steinberg, Chapter 728, 2008).

There does not appear to be any information as to whether the proposed project would produce more greenhouse gases or lead to a reduction in GHGs. This is quite important, given two Executive Orders pertaining to required GHG reductions in California:

S-3-05 Governor Schwarzenegger

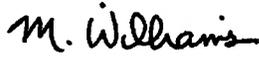
B-16-2012 Governor Brown

The Sierra Club has been a strong advocate for reducing California's dependence on fossil fuels to cut air pollution, including climate-disrupting greenhouse gases. Since 1986, the Club has supported legislation that successfully helped reduce pollution around the state, including the landmark AB 32 Global Warming Solutions Act.

This letter is being sent to info@mtc.ca.gov because the comment button on the web pages does not allow for the attachment of this letter. Please advise us on how public input will be responded to and documented.

Please do not hesitate to contact the undersigned at mwillia@mac.com if you have any questions about this comment letter.

Sincerely,



Matt Williams

Chair, Transportation and Compact Growth Committee

cc: Chapter Chair
Chapter Director
Mount Diablo Group
Transportation and Compact Growth Committee
Earthjustice

Bay Area Transportation Working Group

Release No. 2

May 13, 2013

Mr. Steve Heminger, Executive Director
Metropolitan Transportation Commission
101 8th Street
Oakland CA 94107

Subject: HOT lanes should be deleted from MTC's program

Dear Mr. Heminger:

As noted in the Sierra Club Bay Chapter's May 2, 2013 letter to MTC: The AB 32 target for 2020 is to have GHG emissions reduced to the 1990 level. Your HOT lane program runs counter to this objective.

As the Sierra Club also noted, the 2050 target is to reduce greenhouse gas emissions from the transportation sector to 80 percent below than 1990 levels. HOT lanes run counter to this objective as well.

It is not acceptable in 2013 to be advancing programs that would so obviously do significant environmental damage to the greater Bay Area.

Here's a portion of what's wrong with MTC's HOT lane program:

1.) It expands Bay Area Freeways: Over three hundred lane miles of new freeway would be added to the existing system. Only someone willing to ignore (or wink at) the inevitable traffic-generating effects of increased freeway capacity could, in the 21st Century, be promoting such a program for the Bay Area.

Seeking a rational, integrated, cost-effective Transportation System for the Bay Area

2.) It establishes a Class Structure on public roadways: Airplanes, trains and luxury cruise ships all have first class sections available to customers willing to pay a premium for the privilege of more comfort. But the airplanes, trains and cruise ships are privately owned and consequently can dispense their services as they please. Hot lanes on the other hand are piggy-backed onto public roadways paid for by everyone. What's going on here? How can so inappropriate an idea have gotten so far along the political pipeline?

3.) It benefits mainly the wealthy: Everyone has heard the story of the harried mother rushing to pick up her child. However, the truth of the matter is that the day-in, day-out benefits of HOT lanes would devolve mainly to those able to part with \$5 or \$10 or \$15 a day for the privilege of bypassing other travelers.

4.) The much heralded benefit to public transit is myth: What benefits? Experience in Southern California and elsewhere has shown that after the construction, toll enforcement, and maintenance costs are deducted, there would be precious little "surplus" left for anyone. In fact, the slow-down of urban bus operations caused by the resulting uptick in regional traffic would raise transit costs, not lower them.

The HOT lane program should be scrapped. There are better ways to go. So how could the \$6 billion earmarked for HOT lanes be better used? Below are examples of projects which would have a strong positive effect on the mobility and environment of the Bay Area. The 9 MTC counties can do better. We would be happy to discuss these and other improvement opportunities with you.

Sincerely yours,

Robert Feinbaum, for BATWD [REDACTED]

Gerald Cauthen, for BATWD [REDACTED]

Roy Nakadegawa, for BATWD [REDACTED]

Ken Bukowski, for BATWD [REDACTED]

cc's: Opinion makers

Seeking a Rational, Integrated, Cost-effective Transportation system for the Bay Area

Projects with Substantial Potential (partial list)

- 1.) ACE speeded up to 125 mph; one leg extended into San Francisco.

Benefits: Cuts trip time from Stockton to San Jose by 50%.
Creates a one-hour commuter rail line from Stockton to SF.
Diverts traffic from I-580, I-680, I-237, I-238 and Highway 92.

Cost: Estimated by MTC to be \$6 billion.

- 2.) Caltrain extended into downtown San Francisco.

Benefits: Creates the most important nexus of public transit systems in western North America in a downtown area adjacent to the largest and most promising TOD in the Bay Area

Cost: \$2 billion.

- 3.) Depress mainline railroad through downtown Oakland.

Benefits: Opens up Oakland's valuable downtown waterfront to development.
Improves the freight rail operations.
Improves and better integrates passenger rail operations.
Eliminates train/auto conflicts.
Reduces train noise.

Estimated Cost: \$1.2 billion.

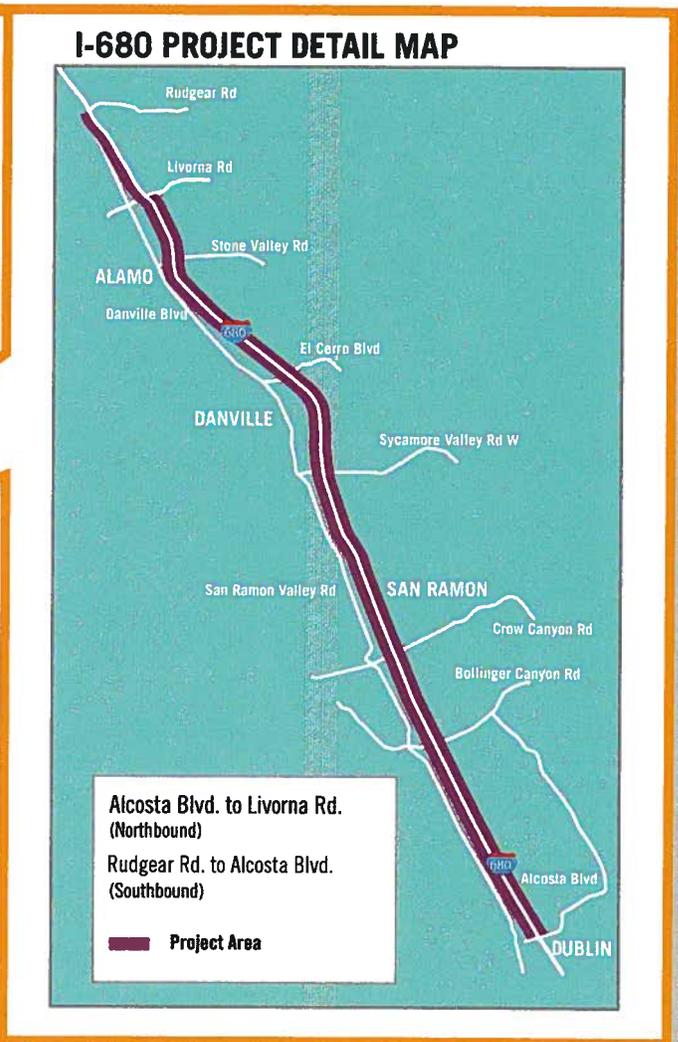
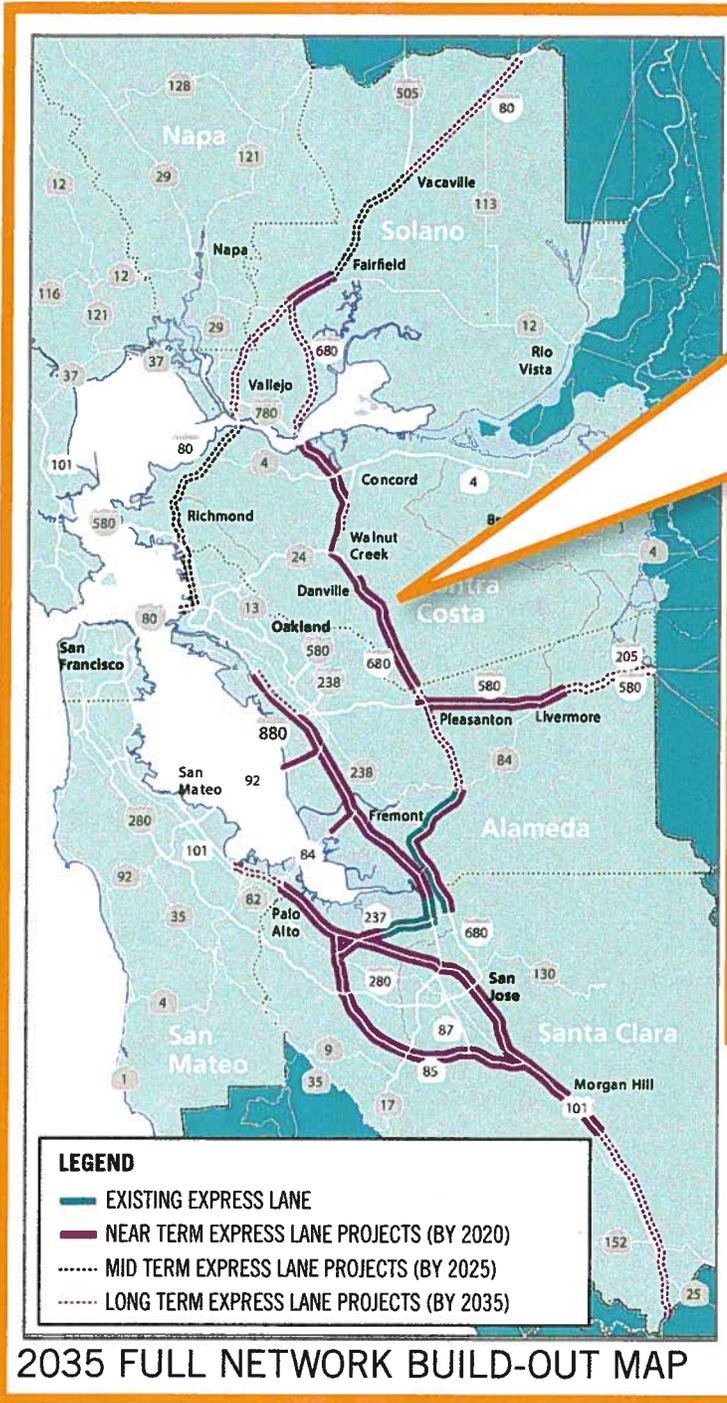
- 4.) Upgrade AC Transit's antiquated route and service level program.

Benefits: Improves directness of service.
Eliminates unnecessary turns and detours.
Improves efficiency of transfers.
Reduces duplicative service.
Increases frequency while holding operating costs constant.
Attracts many more would-be riders.

Estimated Cost: \$30 million (mostly for fleet enlargement).



PROPOSED EXPRESS LANE - I-680 ALCOSTA BLVD. TO LIVORNA RD./RUDGEAR RD. JANUARY 2014



PROJECT DESCRIPTION

The Project would convert existing HOV lanes to express lanes on I-680 from Rudgear Rd. to Alcosta Blvd. in the southbound direction and from Alcosta Blvd. to Livorna Rd. in the northbound direction. It would result in 23 new express lane miles through San Ramon, Danville, Alamo and southern Walnut Creek. No widening or additional lanes would be added to the freeway. This conversion project would include striping lanes and installing sign gantries, signage, FasTrak® toll tag readers, and traffic monitoring video cameras. In addition, BAIFA would install equipment and observation areas to help the California Highway Patrol (CHP) enforce proper use of the lanes. The Bay Area Infrastructure Financing Authority (BAIFA) would operate this express lane.

PROJECT PARTNERS



HOW TO REACH US:

WHAT ARE EXPRESS LANES?

Express lanes are specially-designated highway lanes that are free for carpools, vanpools, buses and other eligible vehicles and also allow solo drivers to choose to pay tolls to use the lanes. Tolls for solo drivers vary based on the level of congestion and to ensure traffic in the express lanes flows smoothly. Tolls increase as traffic congestion increases and decreases as congestion decreases.

EXPRESS LANES BENEFITS

BAY AREA HIGHWAY TRAFFIC CONGESTION RANKS AMONG THE WORST IN THE NATION.

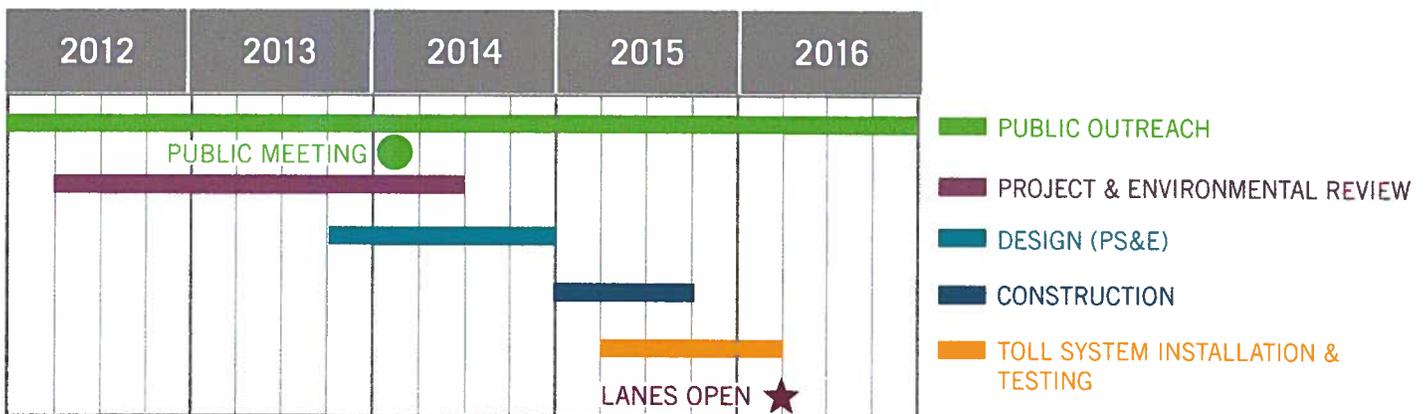
EXPRESS LANES WILL:

- Create a seamless network of HOV lanes to encourage carpools, vanpools and express buses;
- Make the best use of HOV lane capacity;
- Provide more reliable travel times for solo drivers; and,
- Better manage lanes to keep traffic moving.

ABOUT BAIFA

BAIFA is a Joint Powers Authority (JPA) between the Metropolitan Transportation Commission (MTC) and the Bay Area Toll Authority (BATA). The Authority consists of elected officials from Alameda, Contra Costa, Napa and Solano counties. When the express lanes network is complete, BAIFA will operate 270 miles of express lanes. BAIFA will first convert 150 miles of existing High Occupancy Vehicle (HOV) lanes to express lanes and will later add 120 miles of new lanes to close key gaps in the express lane system.

PROJECT SCHEDULE



PROJECT COST

The total cost for this I-680 project is approximately \$45 million, which includes planning, design and construction.

OVERVIEW

Q. WHAT ARE EXPRESS LANES?

A: Express Lanes are specially-designated highway lanes that are free for carpools, vanpools, buses and other eligible vehicles. Express lanes also allow solo drivers to choose to pay tolls to use the lane.

Q. WHY DO WE NEED EXPRESS LANES IN THE BAY AREA?

A: Express lanes have proven to be a successful tool to manage freeway congestion locally and in other parts of the country. An express lane network will create a seamless system of HOV lanes to encourage carpools, vanpools, and express buses; make the best use of HOV capacity; provide reliable travel times for solo drivers; and better manage lanes to keep traffic moving.

Q. HOW MANY MILES OF EXPRESS LANES WILL THERE BE IN THE BAY AREA?

A: Upon completion in 2035, there will be 550 miles of authorized, operational express lanes in the Bay Area.

Q. WHAT AGENCIES WILL OPERATE THE EXPRESS LANES?

A: The Alameda County Transportation Commission (ACTC) will operate 90 miles of express lanes in Alameda County along I-580 and I-680, including the existing 14-mile express lane on I-680. The Bay Area Infrastructure Financing Authority (BAIFA) will operate 270 miles of express lanes in Alameda, Contra Costa and Solano counties. The Santa Clara Valley Transportation Authority (VTA) will operate 190 miles of express lanes in the Silicon Valley, including the existing 11-mile express lane on I-880/SR-237. Other partner agencies include CHP, Caltrans, the Contra Costa Transportation Authority (CCTA) and the Solano Transportation Authority (STA).

Q. WHAT IS BAIFA?

A: BAIFA is a Joint Powers Authority (JPA) between the Metropolitan Transportation Commission (MTC) and the Bay Area Toll Authority (BATA). The Authority consists of elected officials from Alameda, Contra Costa, Napa and Solano Counties.

Q. ARE THERE ANY EXPRESS LANES IN THE BAY AREA THAT I CAN USE NOW?

A: Yes. Currently, express lanes are available on I-680 southbound over the Sunol Grade (operated by ACTC) and State Route 237 in Santa Clara County (operated by VTA). More information is available at: www.680expresslane.org and www.vta.org/expresslanes.

CONVERTING AND BUILDING LANES

Q. HOW WILL THE BAIFA EXPRESS LANES BE BUILT?

A: BAIFA will first convert 150 miles of existing HOV lanes to express lanes and will later add another 120 miles of new lanes to close key gaps in the express lane system. The 270 lane miles will be built in phases, with completion dates ranging from 2016 to 2035.

Q. WHERE WILL THE FIRST BAIFA EXPRESS LANES BE?

A: The first BAIFA projects will convert approximately 90 miles of existing HOV lanes into express lanes on:

- I-680 in Contra Costa County between Alcosta Road and Livorna Road/Rudgear Road;
- I-880 in Alameda County between Hegenberger/Lewelling and Dixon Landing Road;
- I-80 in Solano County between Red Top Road and Air Base Parkway;
- the San Mateo Bridge westbound approach; and
- the Dumbarton Bridge westbound approach.

Q. WHEN WILL THE FIRST BAIFA EXPRESS LANES OPEN?

A: The anticipated schedule for the first set of projects includes:

- Environmental Review: 2013 – 2014
- Design & Construction: 2013 – 2016
- Open for Operation: 2016 – 2017

TOLLS AND PRICING

Q: HOW MUCH WILL IT COST TO USE EXPRESS LANES?

A: Express lanes are free for carpools, vanpools, buses and other eligible vehicles, and also allow solo drivers to choose to pay tolls to use the lanes. Tolls for solo drivers will vary based on the level of congestion and to ensure traffic in the express lanes continues to flow smoothly. Tolls increase as traffic congestion increases and decreases as congestion decreases. For example, the typical toll paid by solo drivers in the existing I-680 express lane in the morning is \$2.60, an average of \$0.20 per mile over the 14 mile express lane length.

Q: HOW WILL TOLLS BE COLLECTED?

A: Tolls will be collected electronically via FasTrak®, as on Bay Area toll bridges. Tolls will only be collected from solo drivers and only during the express lane hours of operation as posted on the freeway. Overhead electronic pricing signs will display the current toll rates. Carpools and other qualifying vehicles use the lanes free of charge, but will require a FasTrak® switchable toll tag properly mounted in the vehicle windshield.

Q: WHAT IS A FASTRAK® SWITCHABLE TOLL TAG?

A: Toll-free vehicles will need FasTrak® switchable toll tags (already in use in Southern California) properly mounted in their vehicles. These tags allow users to toggle a switch declaring that the vehicle is carrying two or more occupants. When set on 2 or 3, the tolling equipment knows not to charge that vehicle a toll.

Q: WHO SHOULD GET A FASTRAK® SWITCHABLE TOLL TAG?

A: Drivers who expect to drive a carpool, vanpool or an exempt, clean-air vehicle in the BAIFA Express Lanes should get a FasTrak® switchable toll tag. Otherwise, drivers should use a regular FasTrak® toll tag. FasTrak® switchable toll tags will become available in spring 2015.

Q: HOW WILL TOLLS BE USED?

A: Toll revenue from the express lanes will be used to fund day-to-day operations, such as enforcement, and to help finance completion of the HOV/express lane network.

Q: IS THE REGION INVESTING IN TRANSIT AND RIDESHARING?

A: The Bay Area invests over 60% of all transportation funds in transit and provides a robust \$3.4 million commitment to ridesharing each year. In addition, carpools, vanpools and transit riders will benefit from the continuous system of HOV lanes the express lane network will provide.

Q: ARE THE EXPRESS LANES EQUITABLE?

A: In fall 2012, MTC conducted focus groups and surveys with low-income and minority travelers living or working along BAIFA Express Lane corridors and found that these populations like the choice express lanes offer solo drivers. 62% of survey respondents said they'd be willing to pay to use the lanes sometimes. Surveys conducted elsewhere in the country have shown that even though high-income households travel by car more frequently than lower- and middle-income households, all income levels value and utilize toll lanes for better reliability of travel.

BAIFA EXPRESS LANE OPERATIONS

Q: HOW WILL VEHICLES ENTER THE BAIFA EXPRESS LANES?

A: BAIFA's planned express lanes will operate with an open access design so drivers can enter and exit the lanes at any point, similar to existing HOV lanes. There may be some locations where lane access is restricted for safety reasons.

Q: HOW WILL PROPER LANE USE BE ENFORCED

A: If a driver uses the express lane without a FasTrak® toll tag account, BAIFA will issue a toll violation based on the license plate pictures taken by the toll system. This process is how the FasTrak® works at Bay Area bridges. The California Highway Patrol will verify that drivers in the lane are correctly representing themselves as carpools (or other toll-free vehicles) through observations and using express lane technology.