



I-80 ICM
Frequently Asked Questions by Local Officials

1. **What is the benefit to my City?**
 - Network-wide without incident up to 9% delay reduction, 6% speed increase
 - Network-wide with sample incident 19% delay reduction, 5% increase in throughput at incident location
 - Benefit by City can be obtained from model, but actual will be different
 - Some cities may benefit more than others
2. **Will this project make San Pablo Ave worse?**
 - No, SPA should improve due to signal coordination & flush plans
 - Transit priority will continue and be extended
3. **Will Caltrans turn on the meters whether we like it or not?**
 - No, Caltrans will enter into operating agreement with cities
4. **What's our recourse if there are intolerable impacts to the local streets?**
 - Add escape clause in ramp metering agreement
 - Carefully study impacts to prevent unintended consequences
5. **Why has this project advanced without identified funding for O&M?**
 - Initial funding request included O&M, but not awarded
 - Have been looking for funding source for past two years
6. **We cannot afford to pay any O&M costs in the foreseeable future. And if we get any new revenue sources, we have local needs that are more of a priority. What will happen if we can't pay?**
 - CCTA looking into using EB 80 HOV savings (\$8M) for arterial O&M
 - If unsuccessful, find alternative source or discontinue project
7. **What would happen if we didn't do this project?**
 - I-80 projected vehicle hours of delay increase from 2005 to 2015:
 - Do Nothing – 35% in AM, 27% in PM
 - With Project – 0% in AM, 13% in PM
 - San Pablo Av projected vehicle hours of delay increase from 2005 to 2015:
 - Do Nothing – 40% in AM, 217% in PM
 - With Project – 47% in AM, 201% in PM
 - With Project, can achieve desired balance between freeway & arterial through fine-tuning