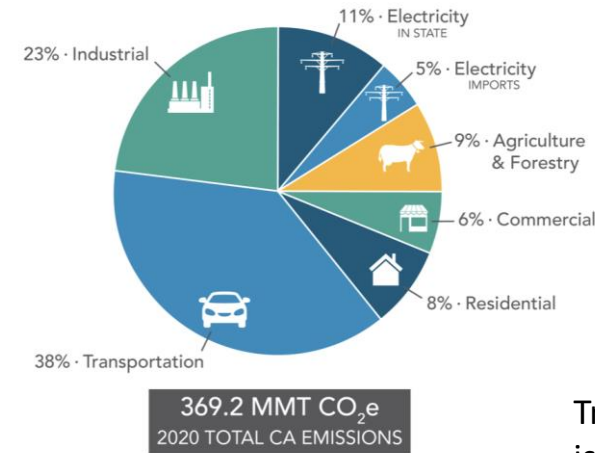


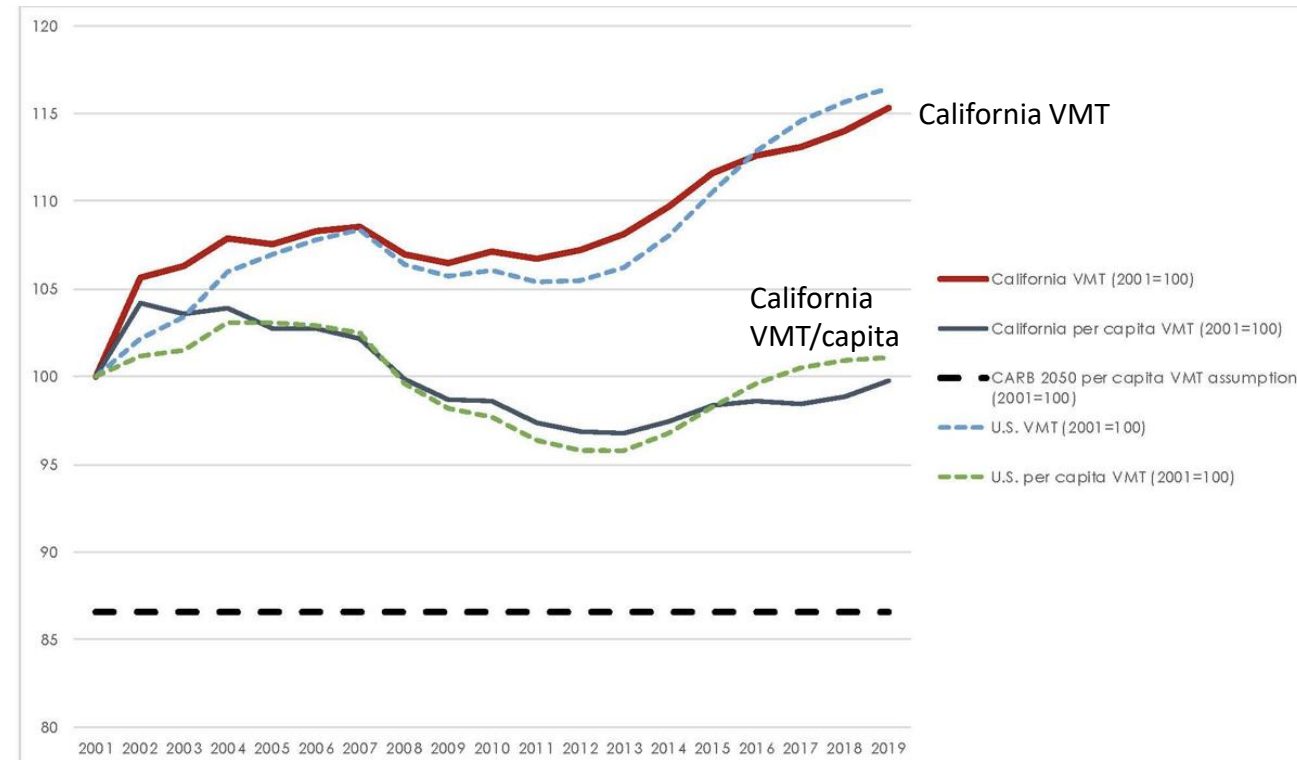
Problems with the I-80 Project

- More traffic and GHGs. Under Caltrans' own model, CO2 emissions rise by up to 11% after opening, and traffic grows 27-37% by 2049.
- Caltrans undercuts California's climate goals. LA Times Editorial Board: "California continues to spend the bulk of its transportation dollars to maintain and expand car-centric roads and freeways."
- Caltrans ignores state policy. In 2021 CalSTA adopted CAPTI policy that projects should "aim to reduce VMT and not induce significant VMT growth."
- Caltrans has begun the project illegally. In October 2023 Caltrans fired Deputy Director for Planning Jeannie Ward-Waller for questioning why it is illegally widening I-80 using repaving funds before environmental review.
- Unlikely to relieve the "Mace Mess". The DEIR presents no evidence that congestion would improve on streets off the freeway.



Transportation is the single largest source of California's greenhouse gas emissions

Traffic in terms of vehicle miles traveled (VMT) is going up in CA (Source: Caltrans)



Problems with the Draft EIR

- Overly narrow alternatives. Almost all alternatives studied add a lane, which was Caltrans' clear goal from the start. Options such as a Bay Bridge-style toll/metering/bus bypass system, dramatically better public transit or Transportation Demand Management (TDM) programs weren't considered.
- Ignores induced traffic. Caltrans' modelling left out the road's effect on induced traffic. Modelling by the National Center for Sustainable Transportation shows more than 495,000 additional vehicle miles travelled (VMT)/day for most alternatives.
- Falsehoods. The DEIR wrongly states that the alternatives studied would have no impact on urban growth, air pollutants, and energy demand, and "less than significant" impacts on GHGs and state climate policy.
- Dubious mitigations. The DEIR assumes that VMT/GHG increases can be mitigated if Caltrans funds projects in local cities. But its project list covers only 45% of its estimated VMT increase, and it's doubtful that such mitigations would be additional and verifiable.
- Bad modeling. Interviews conducted as part of Dr. Amy Lee's dissertation *The Policy and Politics of Highway Expansions* show that Caltrans rejected better models (dynamic traffic assignment) because they would have shown increased VMT.

Bottom line: the draft I-80 environmental document is inadequate and needs to be rewritten and recirculated

Alternatives to Widening I-80

- Bay Bridge-style toll plaza/metering lights/transit bypass. Pricing helps reduce traffic and congestion. Instead of spending up to \$465M to widen Yolo 80, charging all lanes a \$10 toll would **generate ~\$300M+ annually** for transit/affordable housing even with ~\$100M+ in equity rebates to low-income drivers.
- Corridor planning. Caltrans began an **Interstate 80 Comprehensive Multimodal Corridor Plan** four years ago but has never completed it. The state should require that cities and towns coordinate land use with such a corridor plan.
- Much better transit. Dramatically improved rail and bus service in the corridor has never been studied.
- Do nothing. The DEIR probably overstates future growth in road congestion. To some extent congestion is self-limiting, and better transit, roadway pricing, and land use planning can help reduce traffic.

“Highway capacity expansion has not resulted in long-term congestion relief and in some cases has worsened congestion, particularly in urbanized regions.” – California State Transportation Agency, 2021

California GHG Emissions (million metric tons CO₂)

