

April 15, 2026

Big-Rig Trucks on I-580?

Caltrans 580 Truck Access Study

presented to:

Grand Lake Neighbors



Background - Truck Ban

Caltrans Study

Effects of Repealing the
Ban

Why Maintain the Ban?

Questions?

Agenda



Background – Truck Ban

Existing Condition: Current Truck Ban Footprint

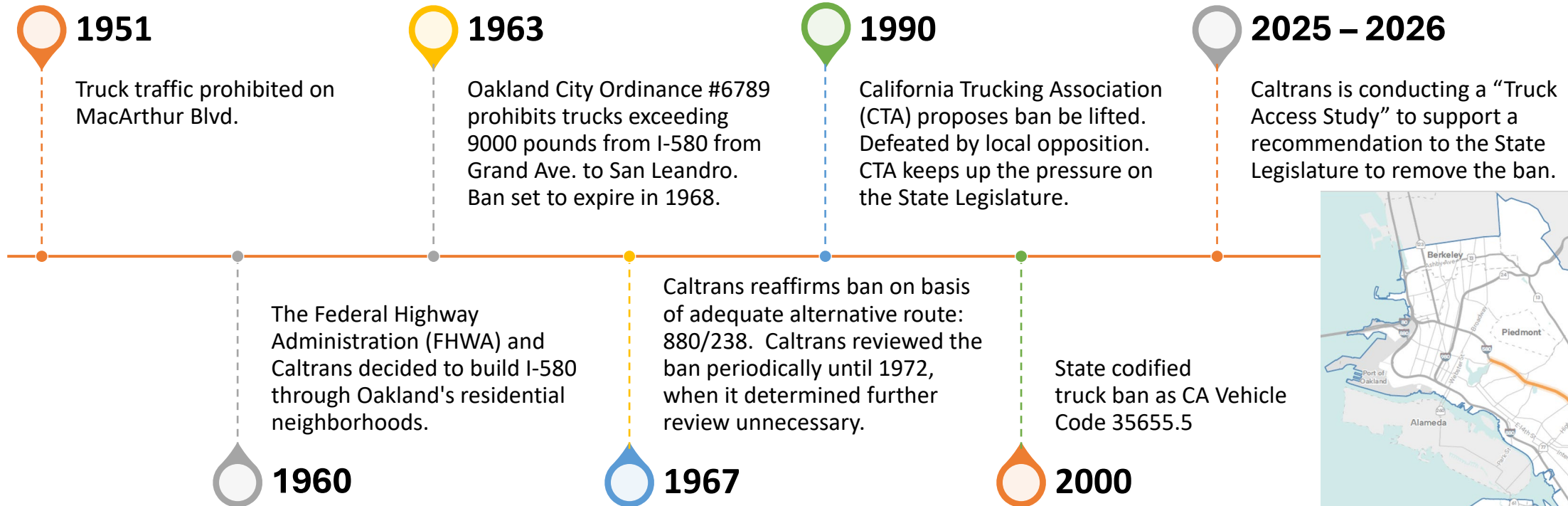
Trucks greater than 9,000 pounds currently prohibited from Grand Avenue in Oakland to Foothill Boulevard in San Leandro.

- Ban effectively bars big-rig truck traffic north of Hayward to I-980
- Notably, the existing I-580 truck ban effectively keeps trucks off HWY 13, where no explicit ban exists.

If the ban is lifted, trucks weighing up to 80,000 pounds will be allowed on I-580 – 9 times the weight of trucks currently allowed!



Background: History of the Truck Ban





Why is Caltrans Revisiting a Legislated Ban?

Current Push to Allow Big-Rig Trucks on I-580

- CTA continues to lobby for the ban to be lifted
- AB 617 (Community Air Protection Program):
 - Purpose: to protect communities disproportionately impacted by air pollution.
- In response to CTA lobbying, AB 617 and West/East Oakland planning proposals:
 - Caltrans and Bay Area Air District (BAAD) proposed a study in 2021 (The “Truck Access Study”)
 - Stated objective (2021): “...to determine how removal of the truck ban would affect safety, efficiency, reliability, and traffic speed along the I-880 and I-580 corridors, and how this change would impact public health equity for nearby communities.”
 - Study contract awarded to Fehr and Peers in 2025



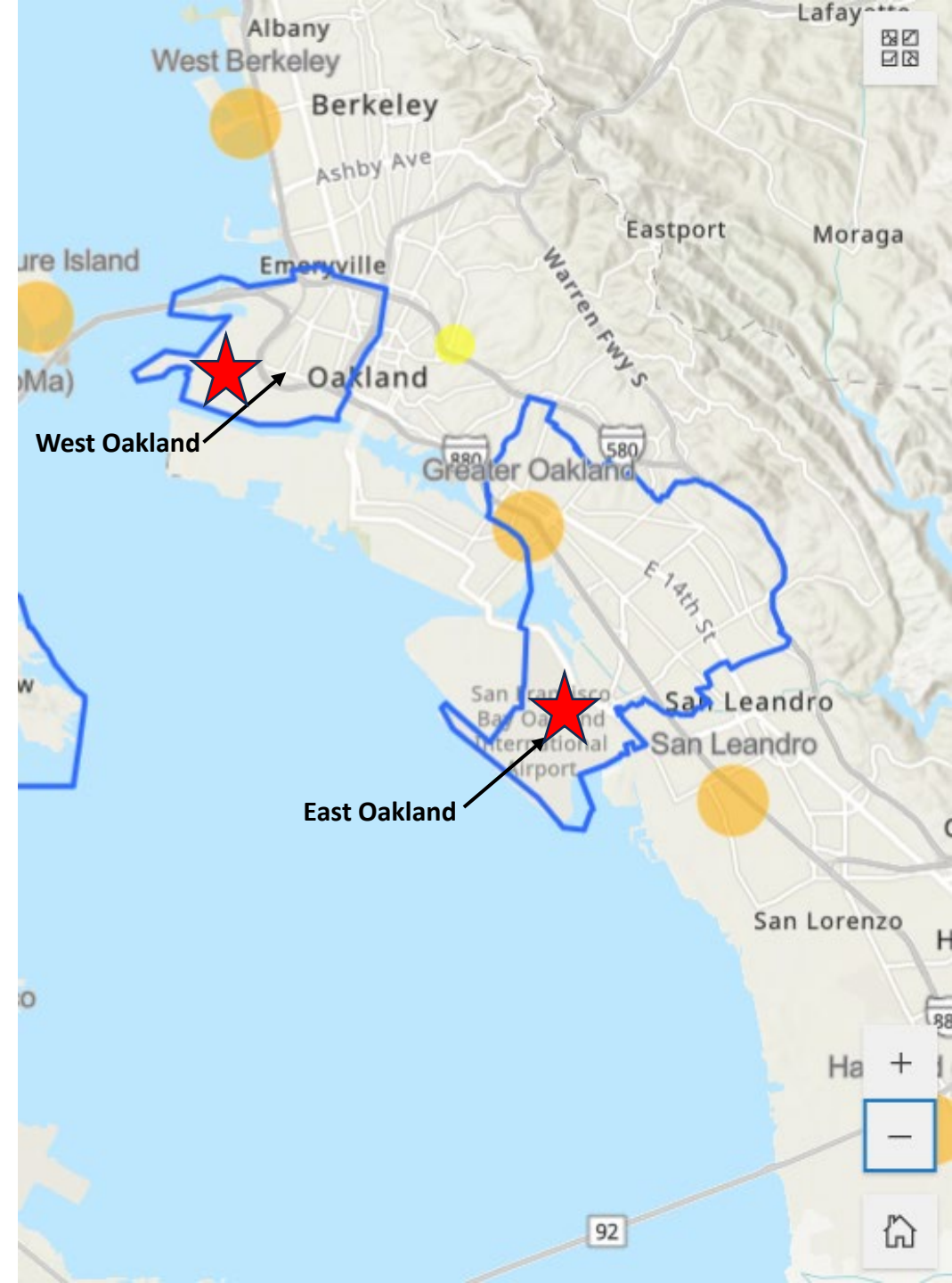
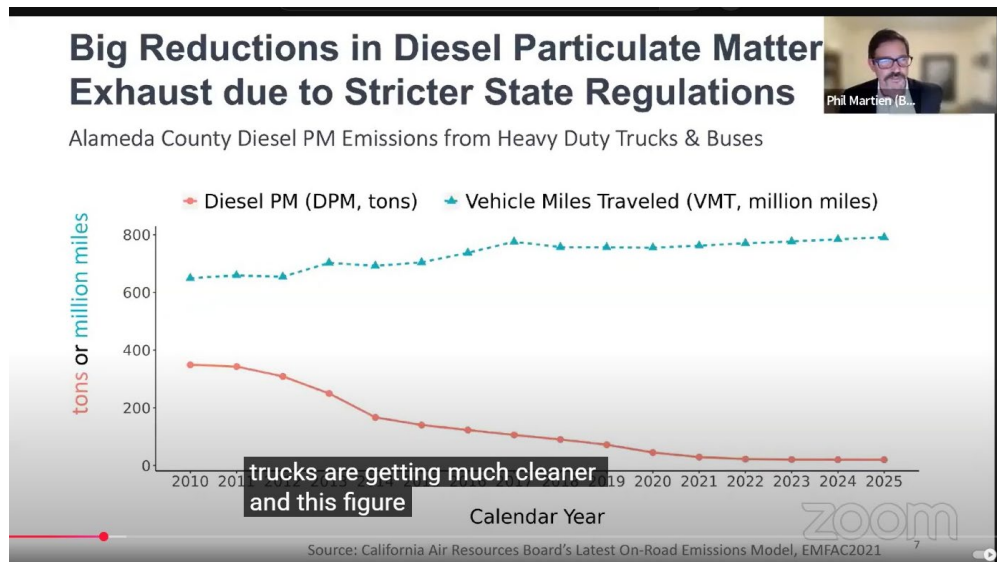
Why the Ongoing Push From the CTA?

- California Freight Mobility Plan (CFMP)
 - States that a significant share of Bay Area economy is related to goods movement.
 - Economics is a primary consideration.
- I-880 is congested, esp during rush hour
 - CFMP cites that key segments of I-880, & I-580/238 carry between 15,000 and 37,000 trucks per day (combination of short and long-haul transportation).
- I-880/I-238 interchange is a bottleneck for trucks
- Infrastructure maintenance / improvements needed along I-880



Equity Concerns & AB 617

- Oakland communities identified by BAAD as being underserved communities most burdened by air pollution include:
 - West Oakland – Port activities, rail lines, industry, *freeways* (I-880, I-80, I-980, I-580)
 - East Oakland – OAK Airport, rail lines, industry, warehousing, *freeways* (I-880, I-580)



Caltrans' Truck Access Study

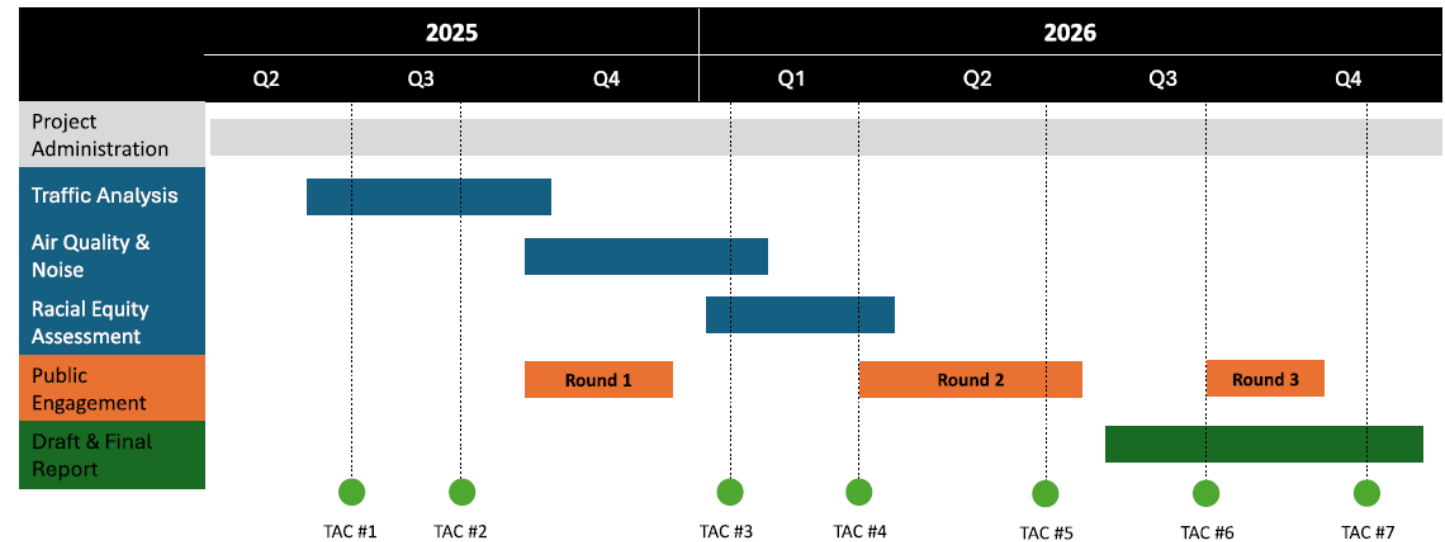
- As stated in the Caltrans Request for Proposal (RFP), the study has two major aims:
 - Determine the changes in traffic (trucks and cars) caused by lifting the truck ban
 - Develop a “Racial Equity Assessment Report” which considers historical disparities, education, occupation and income and the impact of air pollution on underserved populations.
 - Caltrans stated goals*:

Goal No.	Description
	*Caltrans presentation by Cameron Oakes, undated
1	Reduce exposure to air and noise pollution from the trucks in the region, particularly for impacted communities.
2	Reduce truck traffic on local streets, particularly for impacted communities.
3	Reduce the frequency and severity of truck collisions, particularly in currently impacted communities.
4	Reduce roadway degradation and maintenance costs, particularly for impacted communities.
5	Identify potential strategies and lead agencies to support reduce local truck traffic exposure.
6	Balance travel conditions and safety between the I-880 and I-580.
7	Improve efficiency of goods movement through the study area.

- ***Study process will not lift ban***
 - Inform policymakers and legislators
 - Influence likelihood of legislation

Caltrans Team and Schedule

- Caltrans has a Technical Advisory Committee (TAC) that provides input to Consultant and Caltrans, which has met 4 times to date:
 - **No I-580 community-based representation**
 - 3 community-based organizations from WO, EO, and San Leandro
 - California Trucking Association
 - All other are public agencies
- First community (Zoom) meeting was held in November with more than 360 participants and ~ 400 questions.
- In-person engagement planned for summer 2026
- Draft report scheduled for Fall 2026
- Final report scheduled for Winter 2026/2027



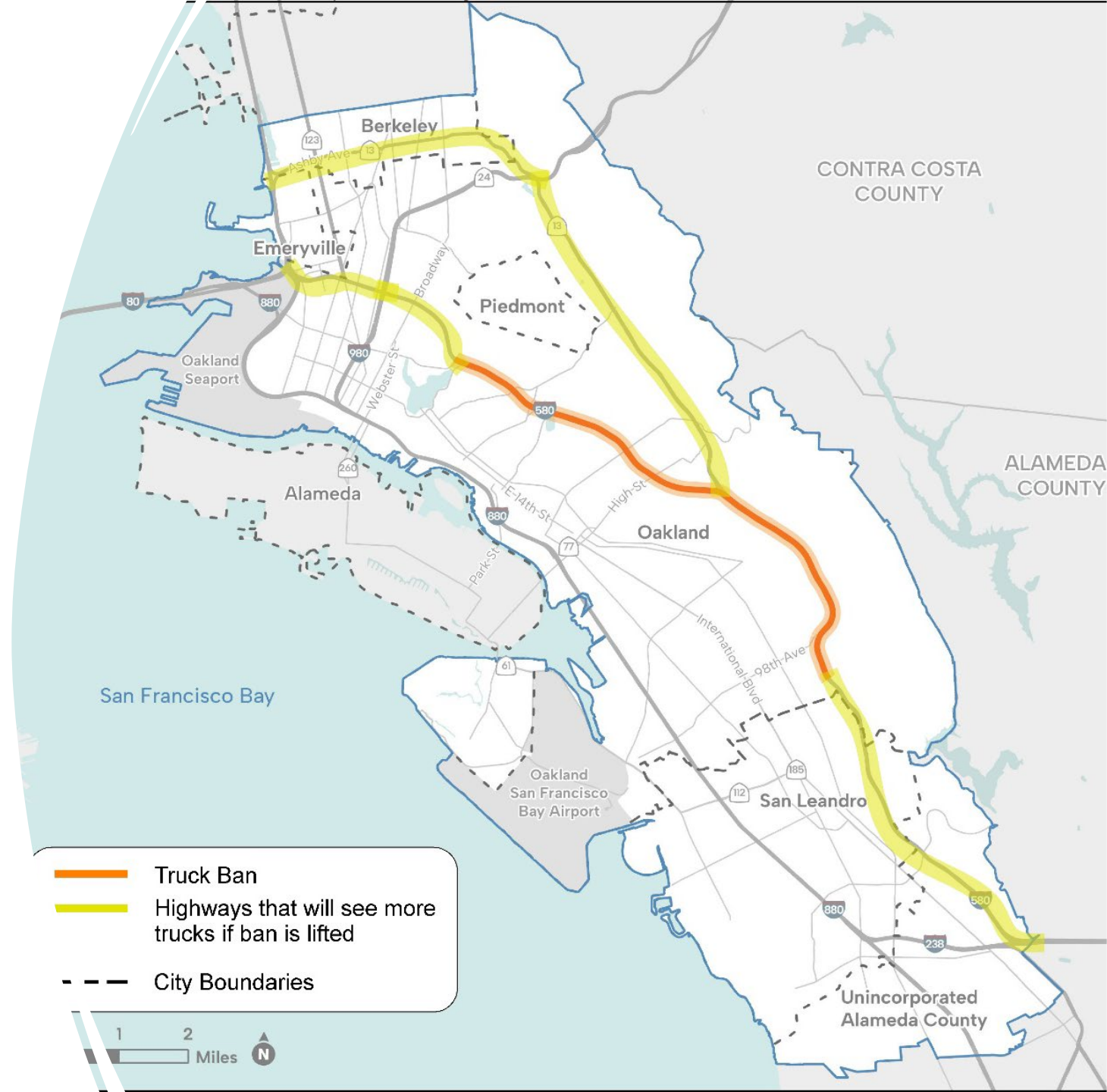
Note: Timing for TAC Meetings is approximate



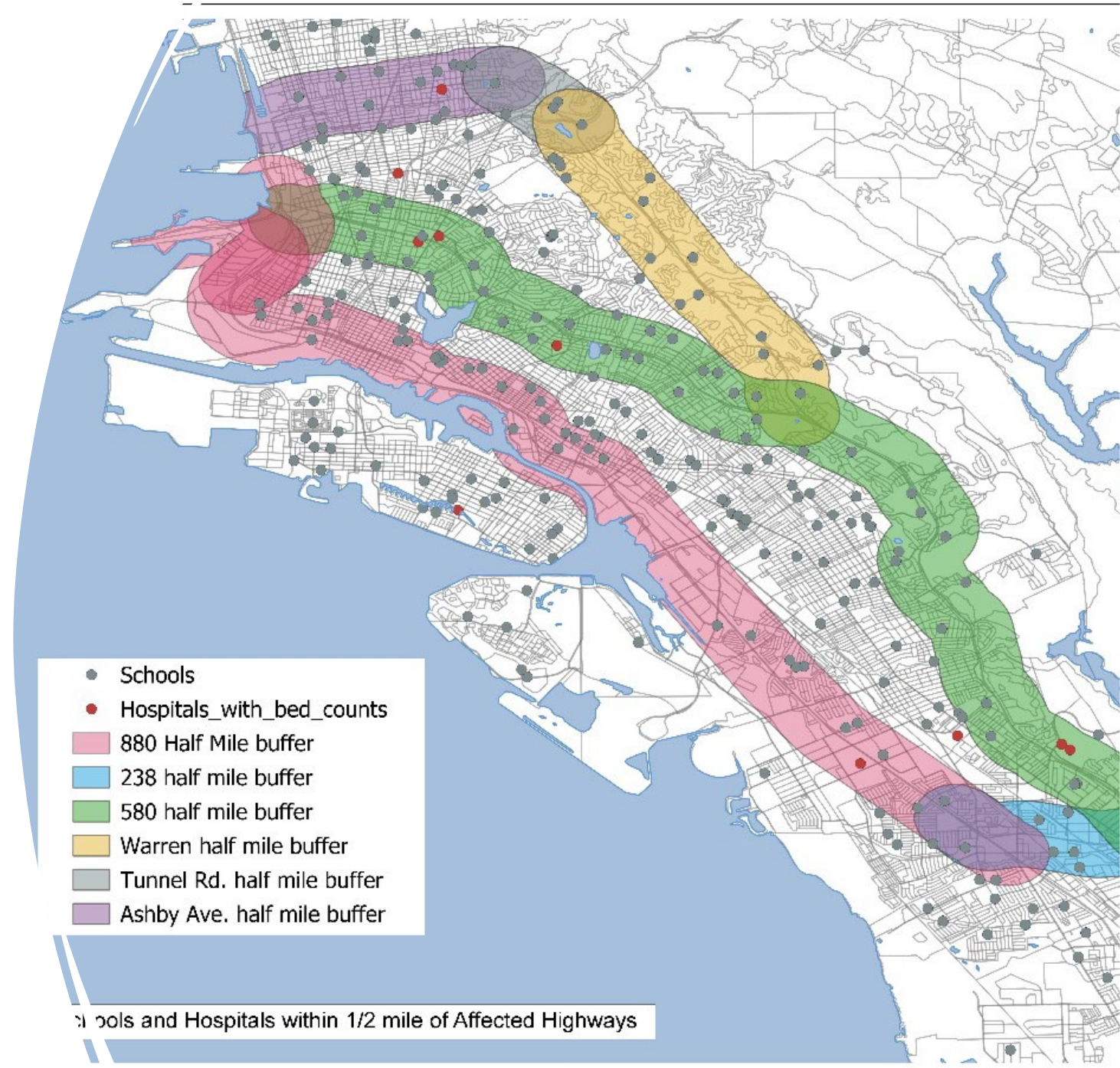
Effects of Repealing the Ban

Highways That Will Be Affected

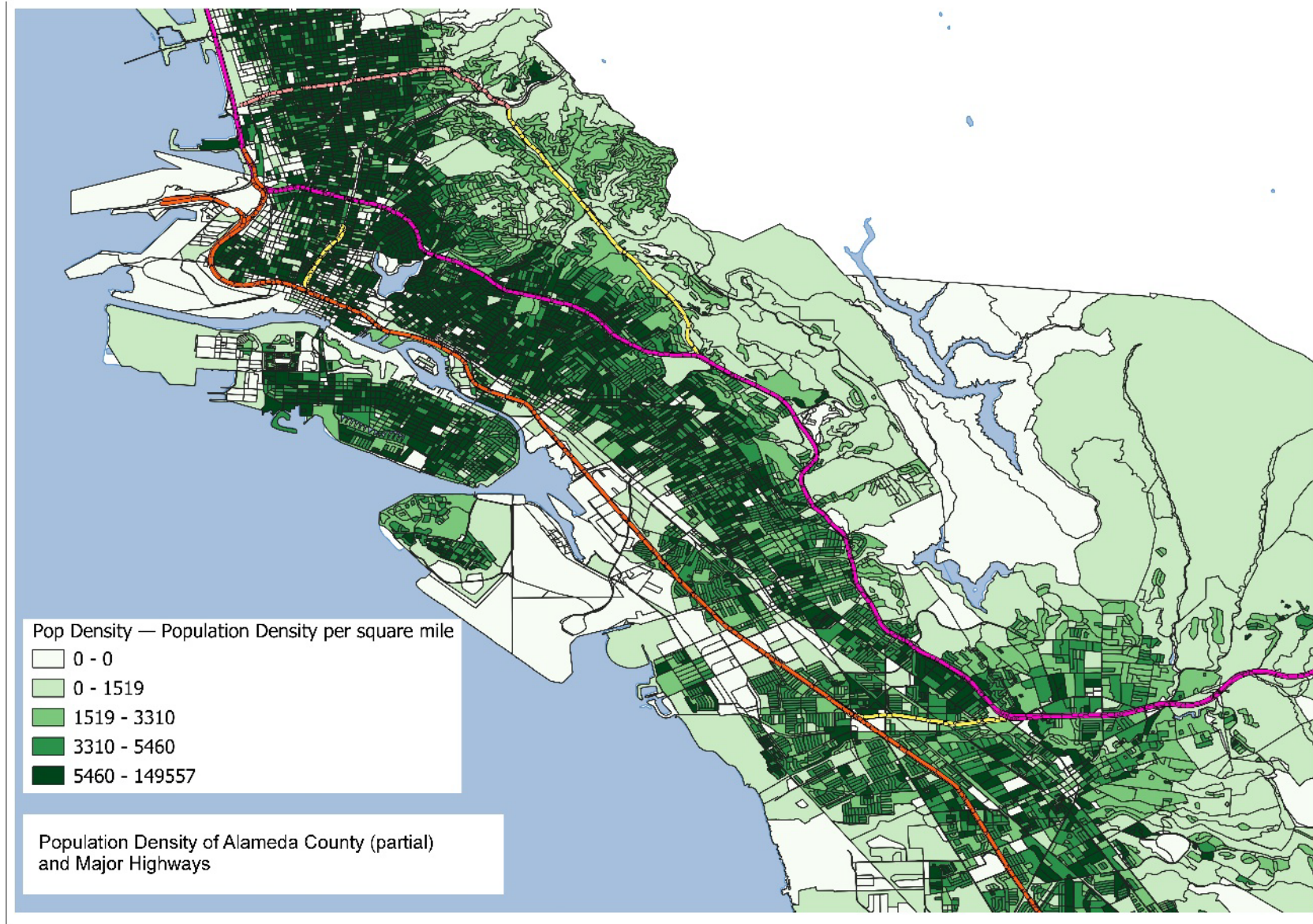
- The truck ban is in place on only an 8.7-mile section in Oakland; repealing the ban will effectively open I-580 through San Leandro and HWY 13 to increased truck traffic.
- Additional truck traffic on I-980 would occur as trucks cut through from/to I-580 to the Port.



Schools & Hospitals Within ½ Mile of Affected Highways

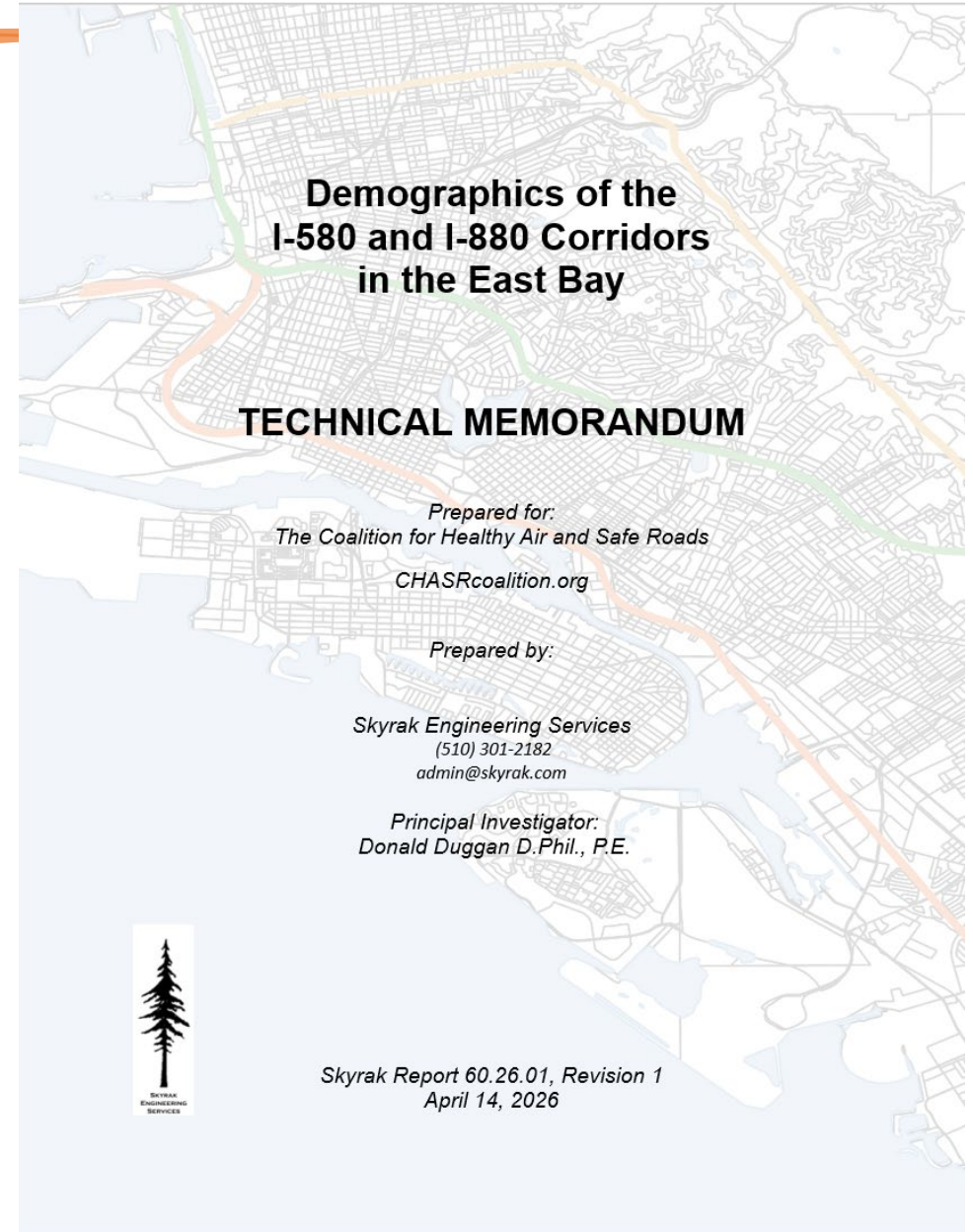


Population Density



A Deeper Dive - Demographics

- A main driver of the Caltrans Study is the possibility that allowing trucks to use I-580 will result in improvement for environmentally burdened communities (AB 617 communities).
- To further evaluate populations that could be affected by removing the truck ban, Skyrak Engineering conducted a study to determine the demographics of both the I-880 and I-580 corridors.



Population

	I-880 ¹	I-880 + I-238 ²	I-580 ³	I-580 +Warren (SR-13) ⁴	I-580 +SR-13 (Warren+Tunnel+Ashby) ⁵
Housing Units	12,217	15,345	27,262	30,425	37,256
Population	35,634	44,447	63,172	71,251	86,136

42% more people live within 1,000 ft of I-580 between MacArthur Maze and the I-238 merge as within 1,000 ft of I-880/I-238 over the same stretch.

Population Living Within 1,000 ft of Highways

	I-880 ¹	I-880 +I-238 ²	I-580 ³	I-580 +Warren (SR-13) ⁴	I-580 +SR-13 (Warren+Tunnel+Ashby) ⁵
Housing Units	39,351	46,791	73,225	82,083	103,061
Population	108,206	129,987	166,645	188,917	234,561

Population Living Within ½ Mile of Highways

Ethnicity

	I-880 ¹	I-880 +I-238 ²	I-580 ³	I-580 +Warren (SR-13) ⁴	I-580 +SR-13 (Warren+Tunnel+Ashby) ⁵
Hispanic	10,767	14,067	14,540	15,384	17,352
Asian + Pacific Islander	10,304	12,769	11,582	12,837	14,666
White	6,911	8,443	17,927	22,491	30,282
Black	5,610	6,641	14,444	15,010	16,905
Native American	179	199	201	209	233
Other	1,863	2,328	4,478	5,320	6,698
Totals	35,634	44,447	63,172	71,251	86,136

26% more people of color live within 1,000 ft of I-580 between MacArthur Maze and the I-238 merge as within 1,000 ft of I-880/I-238 over the same stretch.



Why Maintain the Truck Ban?

Why Should the Ban Remain In Place?

- **Would lifting the ban be good public policy?**
 - Negative impacts to **other parts** of the East Bay would result, including to areas already identified with **with poor health outcomes**
- **Big-rig air pollution will not be mitigated in West Oakland by routing trucks to I-580.**
 - **West Oakland** will still be **impacted** by Port-bound **traffic** even with the I-580 truck ban lifted
 - Trucks would access I-980 to reach the Port, further spreading negative impacts to another area of the West Oakland community
- **Opening** a new “lane” to truck traffic will result in “**rebound**”, only **temporarily** reducing impacts to **East Oakland**
 - Additional roadway capacity from I-580 will result in more truck volume to/from the Port with minimum reduction, if any, on I-880 in the long term.
- Caltrans has **no responsibility** to assist with **city street maintenance** related to damage from big-rig trucks that would be able to readily cut-through currently inaccessible neighborhoods

*The primary **beneficiaries** for lifting the ban are the **CTA** and **Central Valley Warehouse operators***

Solutions (to name just a few)

- **Air quality improvements** from diesel trucks, port and airport operations continue and need to be the **state's focus**, not further **expanding their harm**
- **Assess/implement alternative goods movement strategies, e.g.,**
 - Expand and electrify rail service
 - Develop dedicated truck lanes on I-880 to reduce congestion/environmental impacts and improve safety by separating trucks from passenger vehicles
- **Continue with existing strategies that successfully reduce air quality impacts in West Oakland; apply them to East Oakland**
 - Through a combination of actions in West Oakland, diesel particulate matter (DPM) emissions were estimated to have decreased by 31% between 2017 and 2024 and cancer-causing toxics by 50%.

***By seeking repeal of the I-580 big rig ban, the trucking industry is attempting to push more trucks through the East Bay, which will harm all neighborhoods.
We can't let that happen!***



Questions?

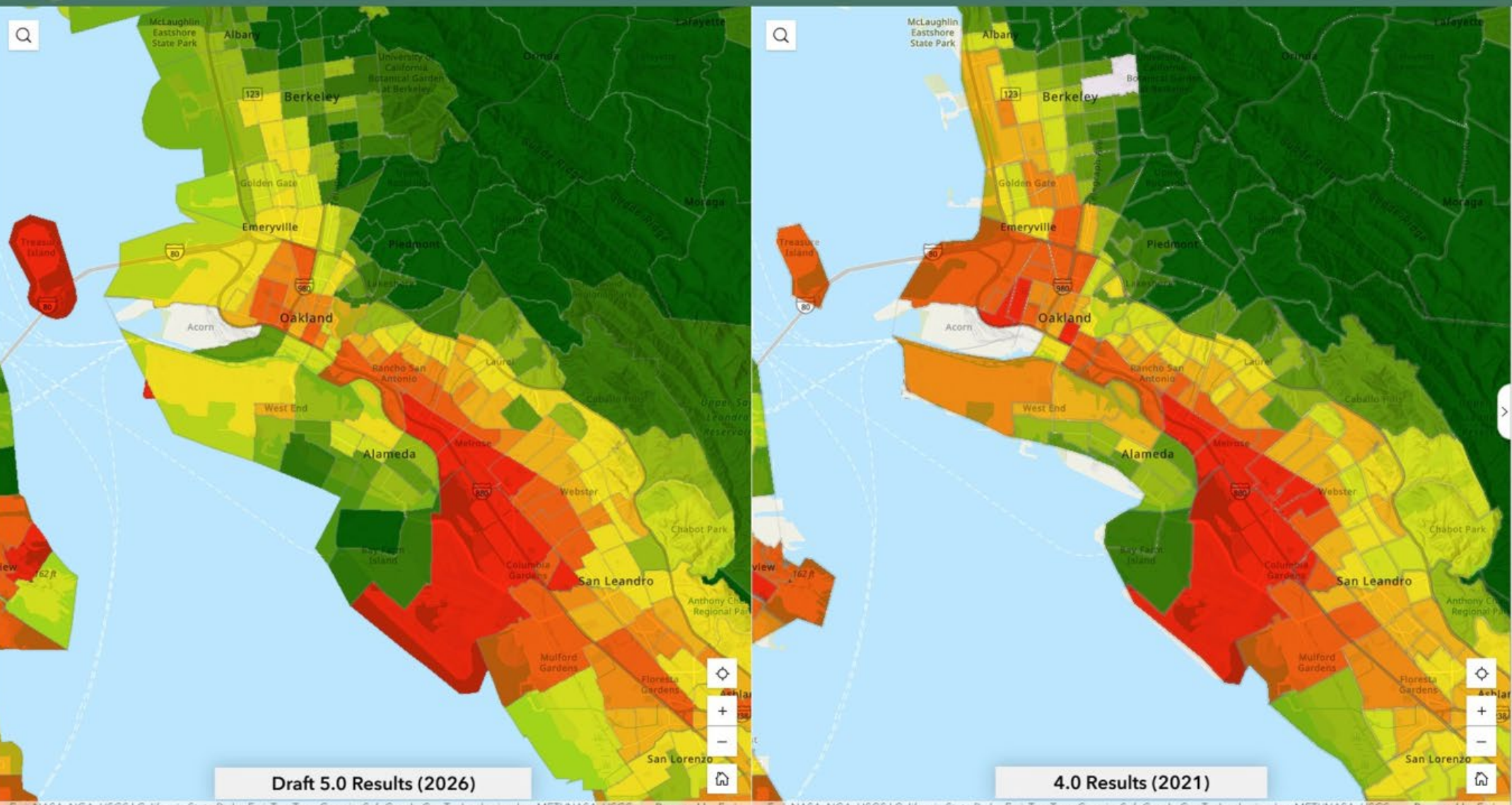
X-tra Slides



CalEnviroScreen 5.0 (Draft)

The California Environmental Health Screening Tool

[En Español](#)



Compare Draft CalEnviroScreen 5.0 results with CalEnviroScreen 4.0 in the map viewer*

*Census tract boundaries were updated between versions 4.0 and 5.0 to reflect the 2020 census. Roughly 1000 census tracts were added, mostly through the splitting of tracts.

CalEnviroScreen Percentile

ClscorP

- > 90 - 100 (Highest Scores)
- > 80 - 90
- > 70 - 80
- > 60 - 70
- > 50 - 60
- > 40 - 50
- > 30 - 40
- > 20 - 30
- > 10 - 20
- 0 - 10 (Lowest Scores)

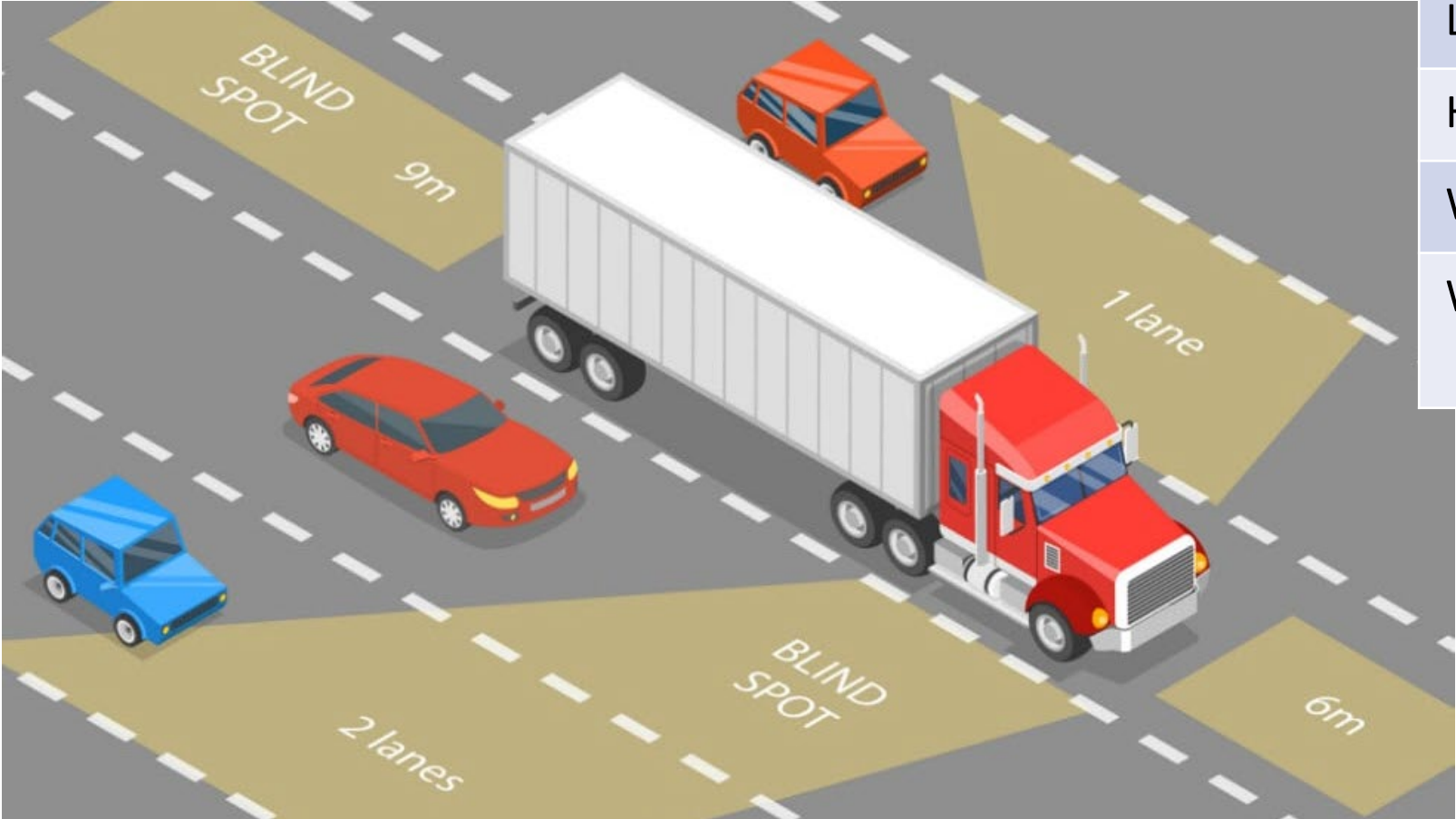
No CalEnviroScreen Percentile

High Pollution, Low Population



[Return to Main Map](#)

Big-Rig Truck vs. Car: Size Comparison



	Big Rig	Car
Length	70–80 ft	12–16 ft
Height	~13.5 ft	4.5-6 ft
Width	~8.5 ft	6-7 ft
Weight	Up to 80,000 lb	2,500-4,000 lb