

July 27, 2026

Big-Rig Trucks on I-580?

Caltrans 580 Truck Access Study

presented to:

Sheffield Village



No Big Rigs
Organization

- You can make a difference

Effects of
Repealing the
Ban

Caltrans Study

- Why now?
- Findings

Why Maintain
the Ban?

Political Action

Questions?

Agenda



No Big Rigs

- **Our mission**
- **You can make a difference!**

No Big Rigs

www.nobigrigs580.org

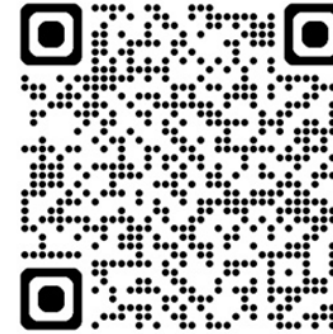
■ Our Mission

- Inform East Bay residents of the Caltrans study that could result in overturning the 70-year big rig ban on I-580.
- Urge our legislators to directly address the harm caused by big rig trucks instead of spreading the harm.
- Stand with the entire East Bay community to reduce the impacts of big rig truck traffic.
 - Encourage the State to invest in clean transportation and environmental improvements instead of dismantling proven protections.

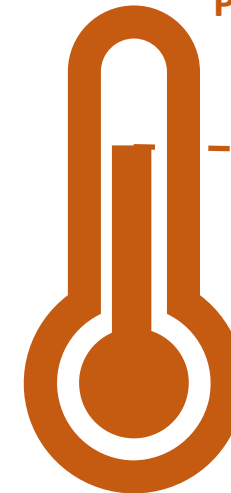


You Can Make a Difference!

- YOU can make a difference!
 - Sign the petition on our website.
 - Use the form on our website to contact your representatives.
 - Spread the word!
- Sign up for our mailing list –
 - We will keep you informed of the status of the Caltrans Study and ongoing No Big Rig efforts to maintain the truck ban



QR code direct to the petition



Petition signature goal: > 10,000

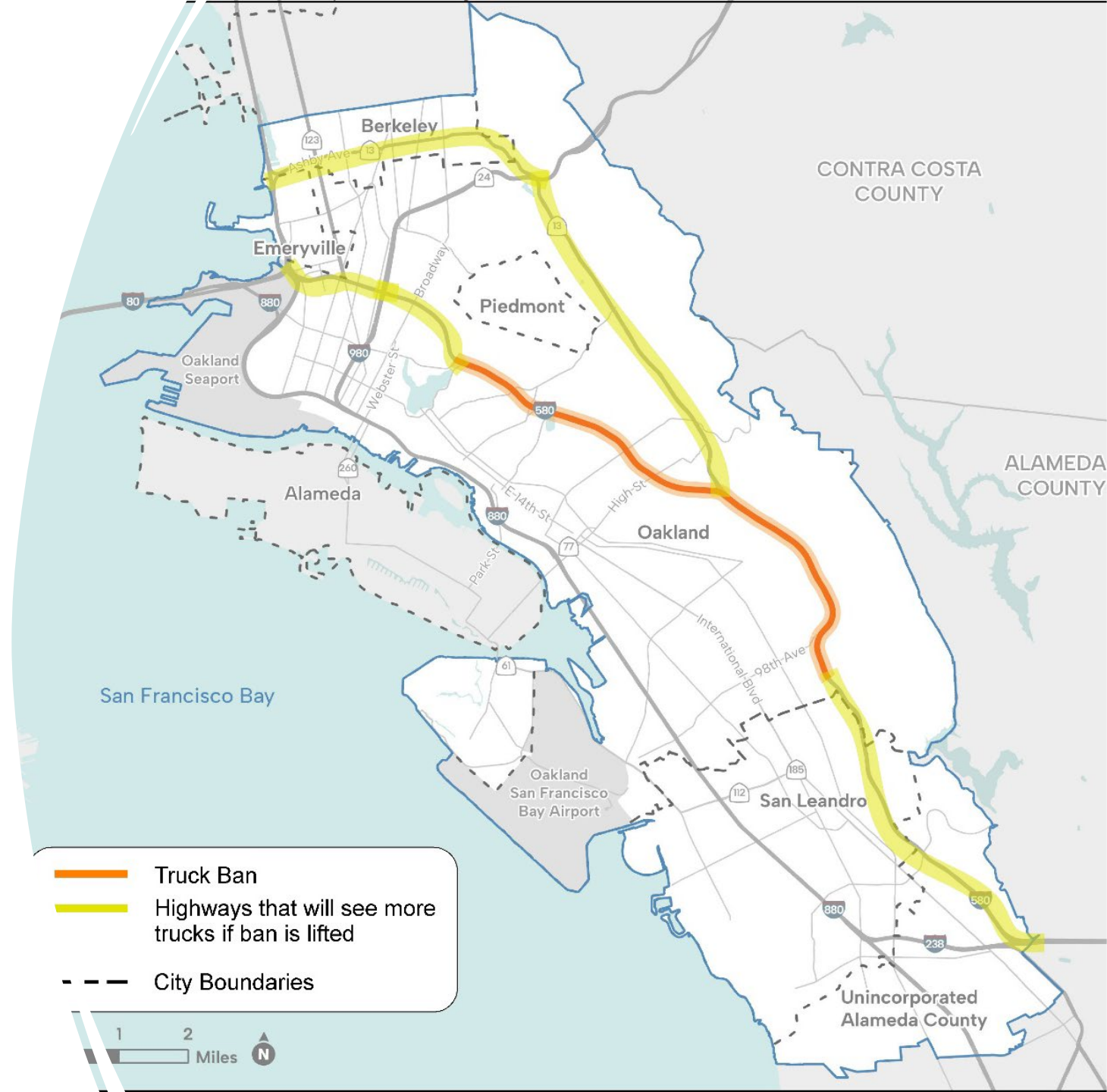
--- ~ 5,900+ signatures to date



Effects of Repealing the Ban

Highways That Will Be Affected

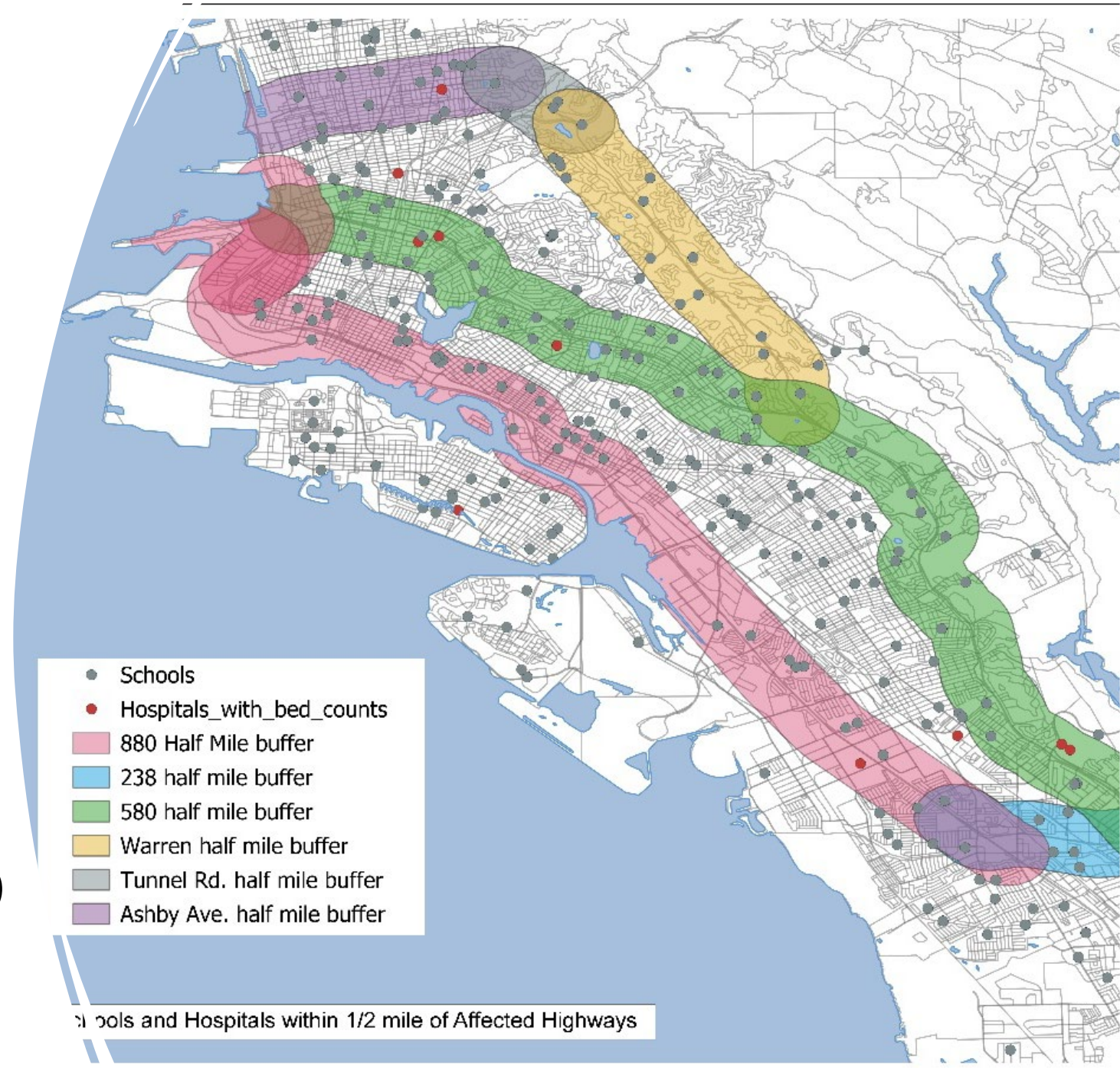
- The truck ban is in place on only an 8.7-mile section in Oakland; repealing the ban will effectively open I-580 through San Leandro and SR-13 to increased truck traffic.
- Additional truck traffic on I-980 would occur as trucks cut through I-580 to/from the Port.



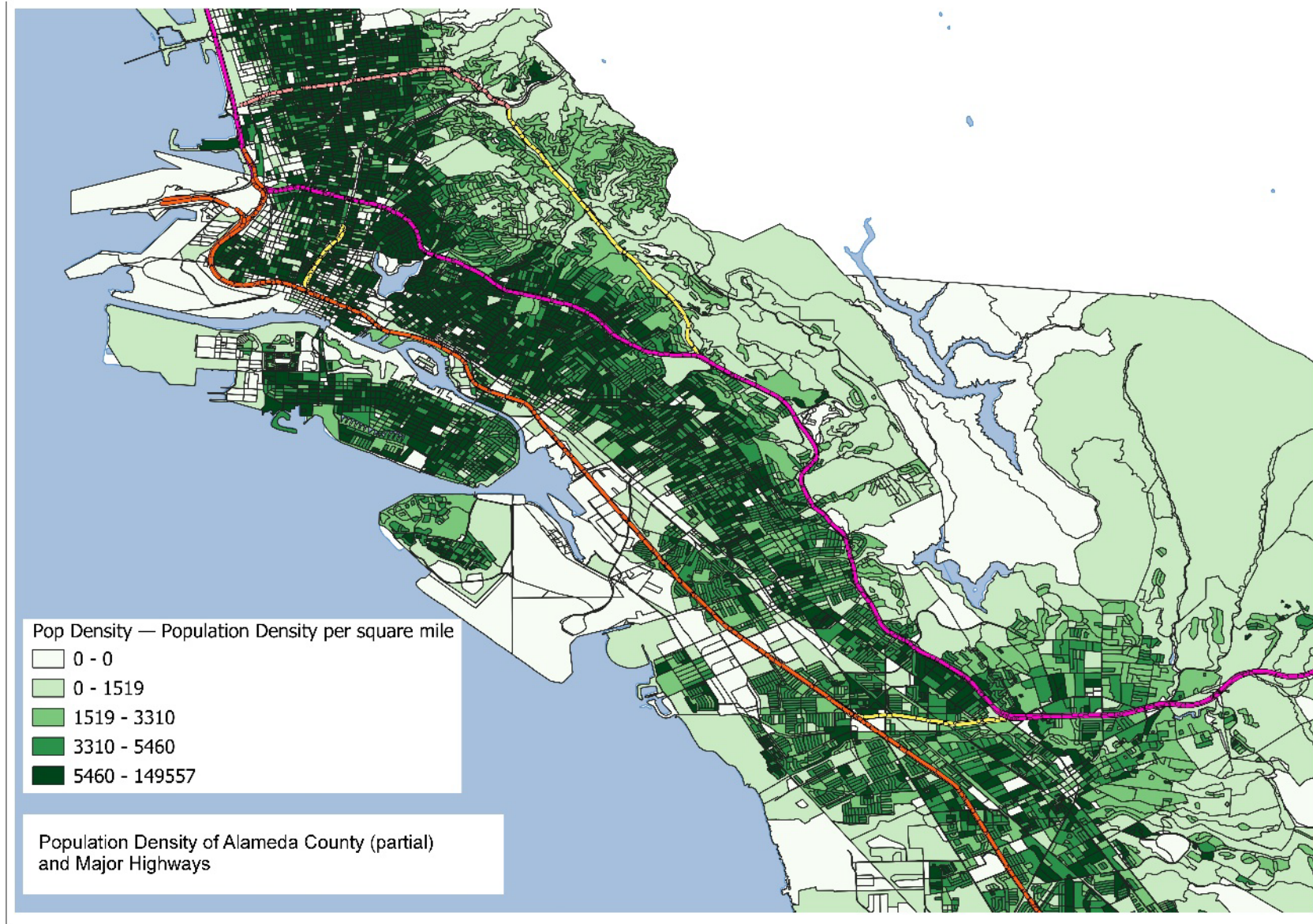
Schools & Hospitals Within 1/2 Mile of Affected Highways

Caltrans Study Draft Findings show:

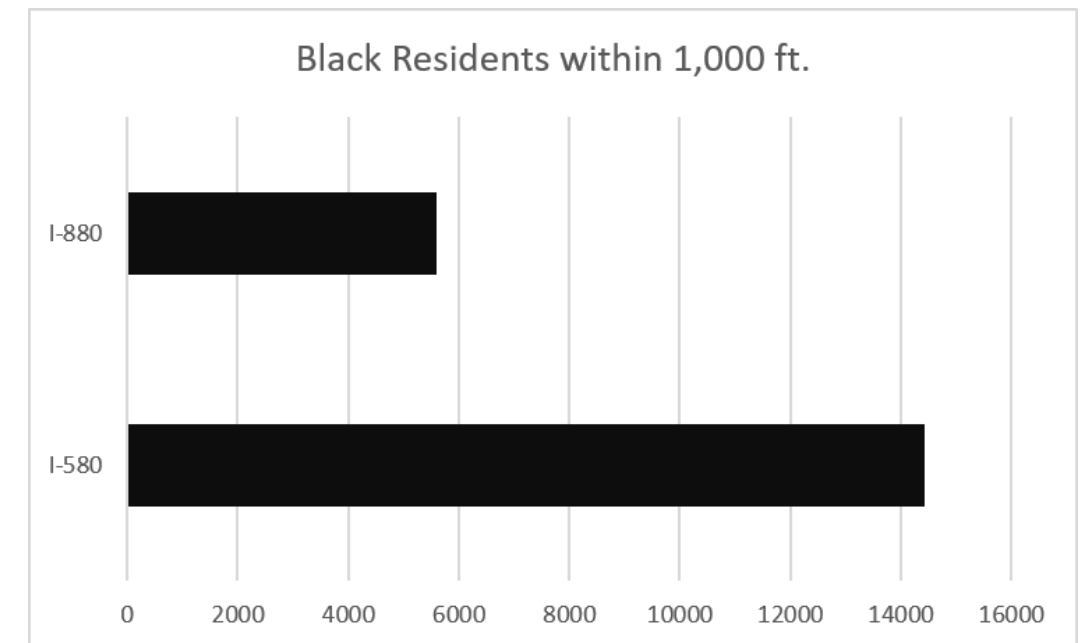
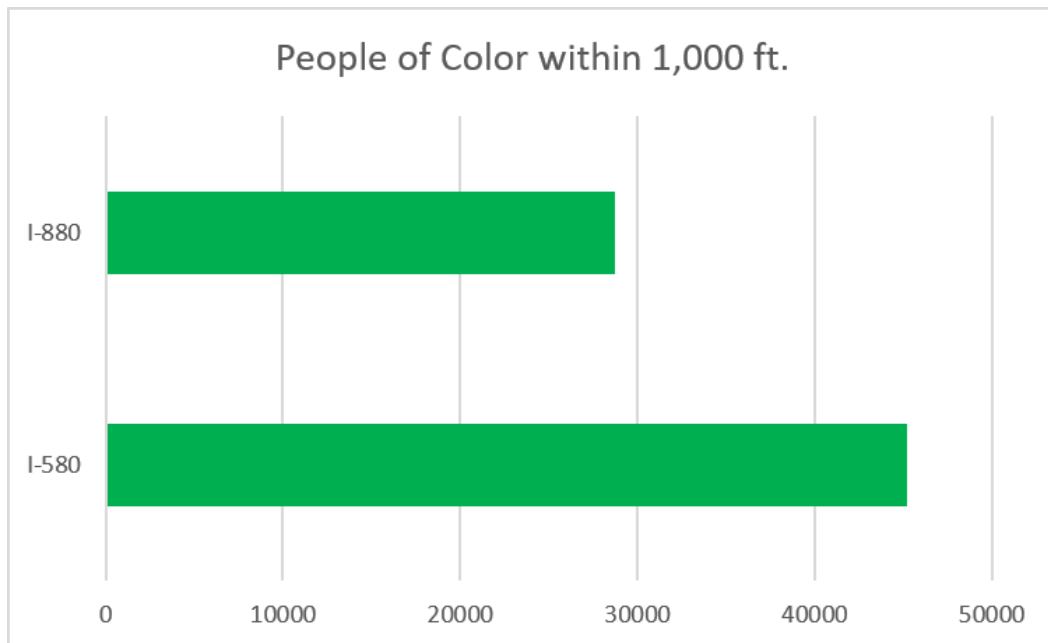
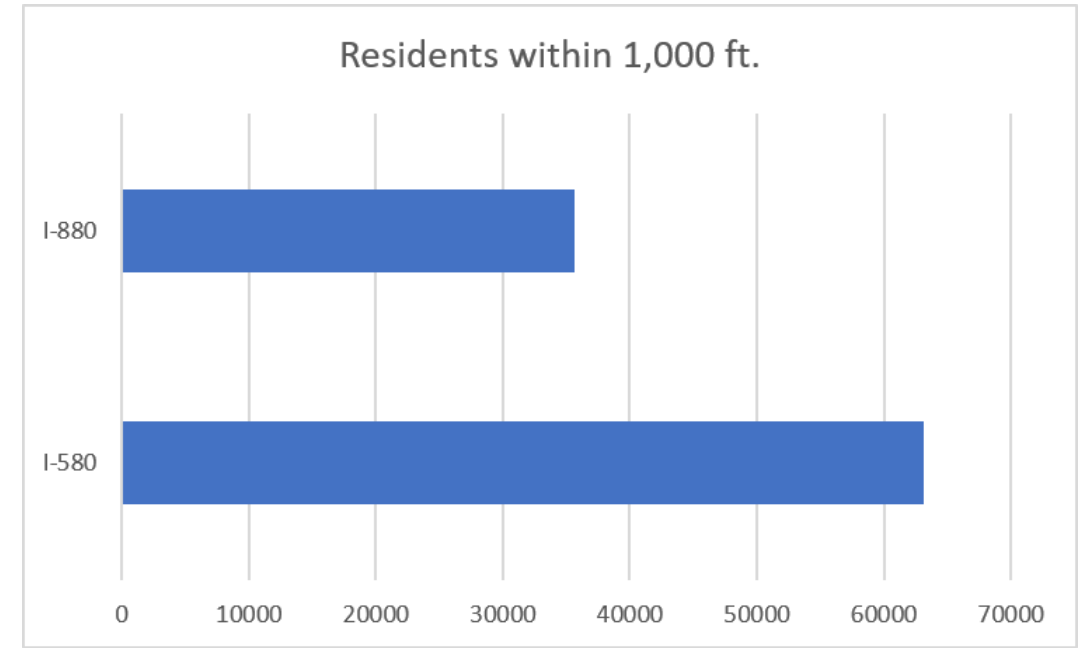
- **70** “Sensitive Receptors” (schools, childcare, health facilities, elder care) within 1,000 ft. of I-580
- **40** within 1,000 ft. of I-880.



Population Density



I-580 is a Residential Freeway that passes through a Highly Diverse Community



Caltrans Study

- Why now?
- Findings

Equity Concerns & AB 617

- Oakland communities identified by BAAD as 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)

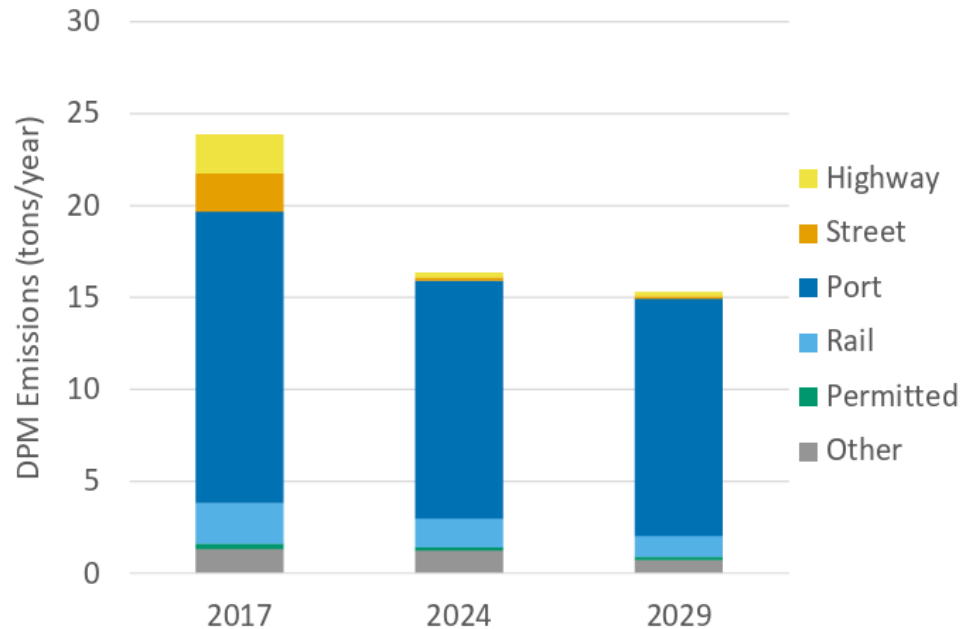
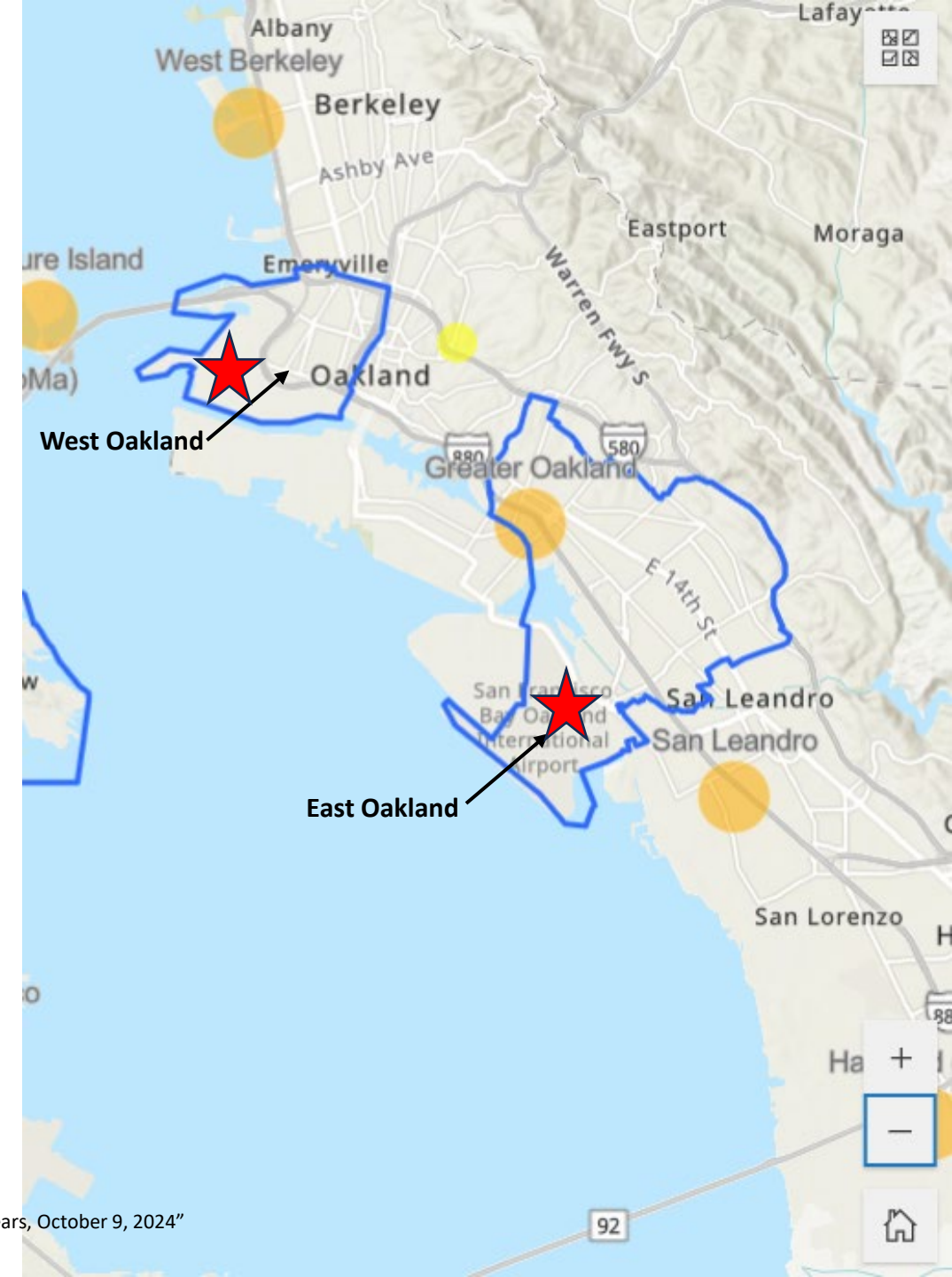


Figure 22 West Oakland DPM emissions by year and source category. Source: "WOCAP: Owning Our Air, Building on the First 5 years, October 9, 2024"



5-Year Progress in West Oakland



Diesel particulate matter is down in 6 of 7 West Oakland impact zones

Cancer risk is down 54% across West Oakland

\$51 million has been invested in emissions reduction projects

Source: “WOCAP: Owing Our Air, Building on the First 5 years, October 9, 2024”

With the success of the efforts in West Oakland to date, does it make sense to spread harm, or focus resources on mitigation in the burdened areas?

Pollution Reductions

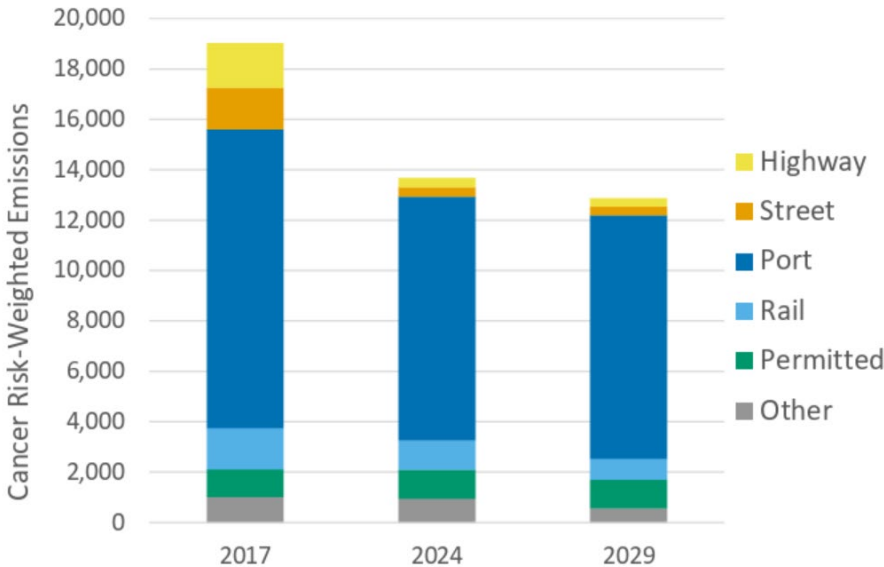


Figure 23 West Oakland cancer risk weighted emissions by year and source category.

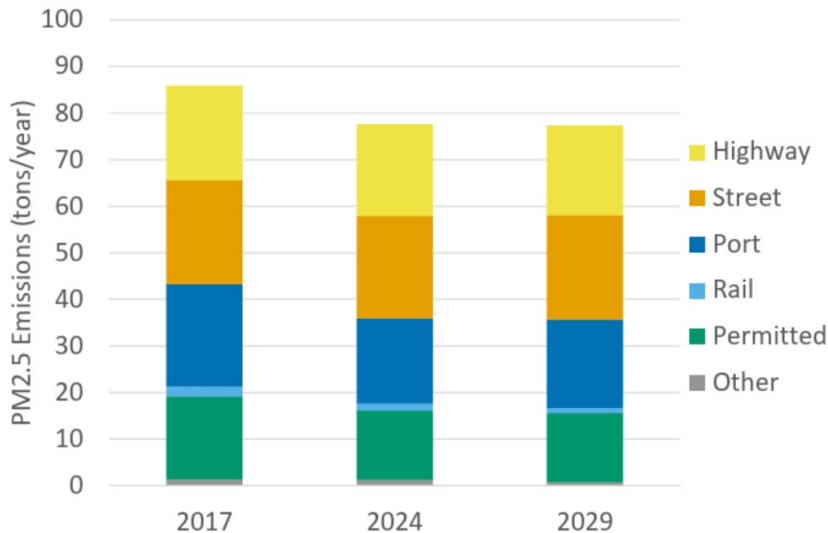


Figure 24 West Oakland PM2.5 emissions by year and source category.

Caltrans' Truck Access Study - Findings

- Study Findings are released.

https://apps.fehrandpeers.com/i580_equity_explorer/

- Findings include links to tech memos: traffic & air quality

The Findings generally support maintaining the ban.

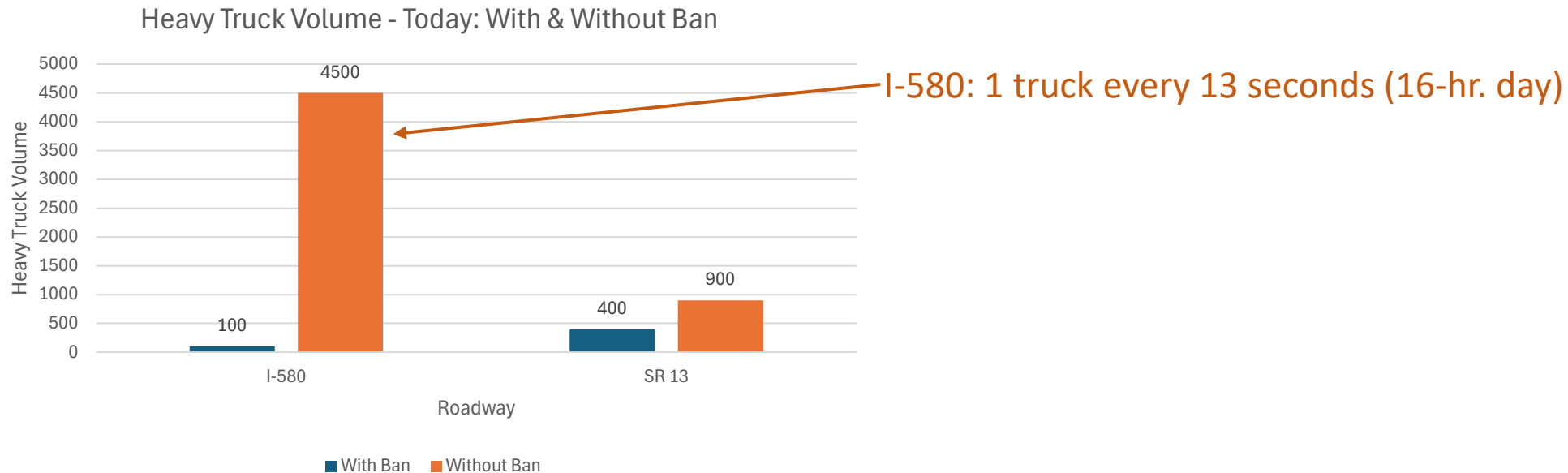
The overview, by contrast presents conclusions that appear to support removing the ban.

Caltrans' Truck Access Study - Findings

■ Traffic Study

- Trucks will continue to use I-880 to access the freight-dependent land uses along this corridor.
- Without ban, big rig truck traffic on I-580 would be primarily pass-through.
- Significant uptick on heavy truck traffic on SR 13 would occur without heavy truck ban.

Only the trucking industry would benefit from the harm it would inflict on the Oakland and San Leandro communities!



Caltrans' Truck Access Study - Findings

■ Traffic Study cont.

- Existing I-580 infrastructure (roadways and overpass heights) does not preclude use for big rigs

Study does not consider related infrastructure: on/off ramps, sound walls, roadway maintenance.

- Forecasts an increase of truck traffic on SR-13, Tunnel Road and Ashby Avenue.

Justified in the Study by an offset of truck traffic on I-238, I-980, and SR-24.

- Acknowledges increased traffic on local streets and states the impacts would be “modest”, but (for example):

Hesperian Blvd. and 150th St. could see approximately 400 additional trucks/day.

Caltrans' Truck Access Study - Findings

■ Air Quality - Cancer Risk

- Diesel Particulate Matter (DPM) – forecasted to decrease along I-880 with replacement of trucks fleets to cleaner technologies.
- By 2035, the expected cancer risk with or without a truck ban will be the same along the I-880 and I-580 corridors.

The Study findings corroborate the need to quickly address pollution at its source.

- Air quality analysis shows cancer risk to environmentally burdened communities is not substantially improved by removing the truck ban:

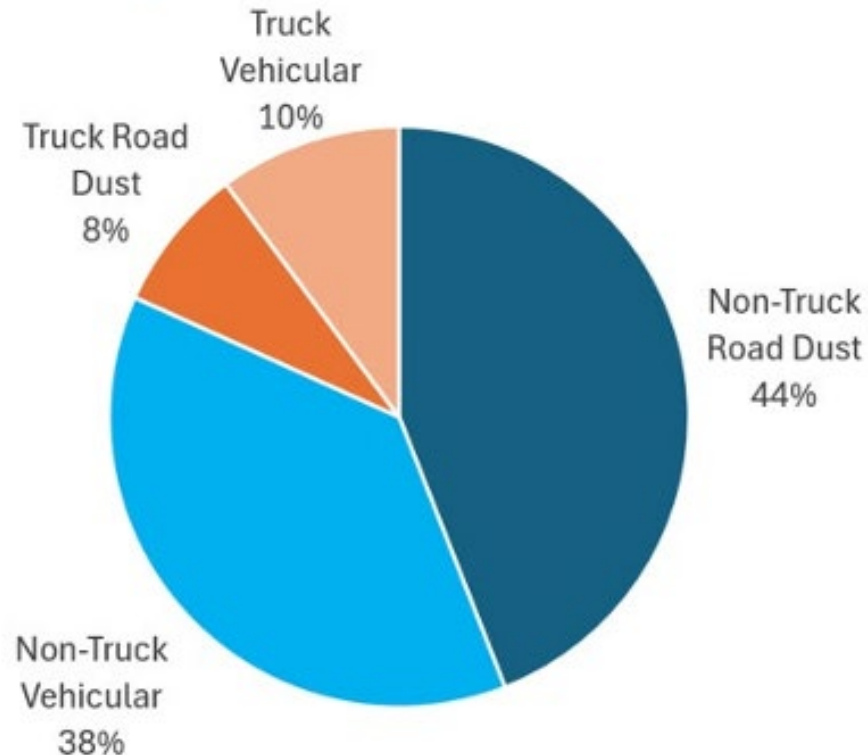
“By 2035, the difference between the With Ban and No Ban scenarios is small relative to the effect of fleet changes between 2020 and 2035.”

Overall, the air quality memo states that the negative air quality impact of the I-580 truck restriction has already occurred and removing the ban would result in only a small air quality change along I-880.

Caltrans' Truck Access Study - Findings

■ Air Quality - Road Dust

- Particulate (PM_{2.5}) – particulate matter is mainly driven by non-truck vehicles and road dust. Only a minor benefit would accrue by removing the I-580 big rig truck ban.



Caltrans' Truck Access Study - Findings

■ “Common” Concerns

- **Induced travel** – Caltrans states that additional lanes will not bring additional trucks to our roadways (ignoring economic growth).

- Studies suggest the opposite....and Caltrans does acknowledge that truck route choice is based on available routes and congestion.



- **Noise** – Caltrans states that an increase in traffic along I-580 from big rig trucks would “*not be perceptible to the human ear.*” Note that the noise analysis was:

- modeled only on select segments of I-580 and I-880
- did not include the effects of topography and curvature on I-580
- did not account for sound walls along I-880



Caltrans' Truck Access Study - Findings

■ “Common” Concerns

- **Safety** – Caltrans says “unlikely” that shifting trucks to I-580 would create safety issues - but read the fine print:
 - Safety issues within the entirety of the Study area may remain the same:

Caltrans: ***“Removing the truck ban would likely shift trucks between I-880/I-238 and I-580, potentially shifting the location of severe collisions, but not the total number of severe collisions.”***



Truck-involved Collisions

Year	I-880	I-580
2020	121	15
2024	168	16

Fehr & Peers: ***“Removing the truck ban could increase the severity and frequency of truck-involved freeway collisions, requiring further evaluation.”***



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 **poor health outcomes**.
- **Big-rig air pollution will not be mitigated in West Oakland by routing trucks to I-580.**
 - **West and East Oakland** will still be **impacted** by Port, industry, and warehouse-bound **traffic** even with the I-580 truck ban lifted.
- Additional roadway capacity from I-580 will result in **more pass-through trucks to destinations north of our cities.**
- Caltrans has **no responsibility** to assist with **city street maintenance** related to damage from big-rig trucks cutting through 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, Caltrans and the trucking industry are attempting to push more trucks through the East Bay, which will harm all neighborhoods.

We can't let that happen!

The background features a series of concentric circles that create a tunnel-like effect, receding towards the right. The color gradient transitions from a solid blue on the left to a solid light green on the right, passing through various shades of blue and green in the middle. The circles are semi-transparent, allowing the gradient to show through.

Political Action

What Do Our Elected Representatives Say?

State Senator Jesse Arreguin –

“I do not support lifting the semi-truck restriction on I-580, and I will not author legislation in the Senate to repeal it.”

Oakland Councilmember Charlene Wang, Oakland D2 –

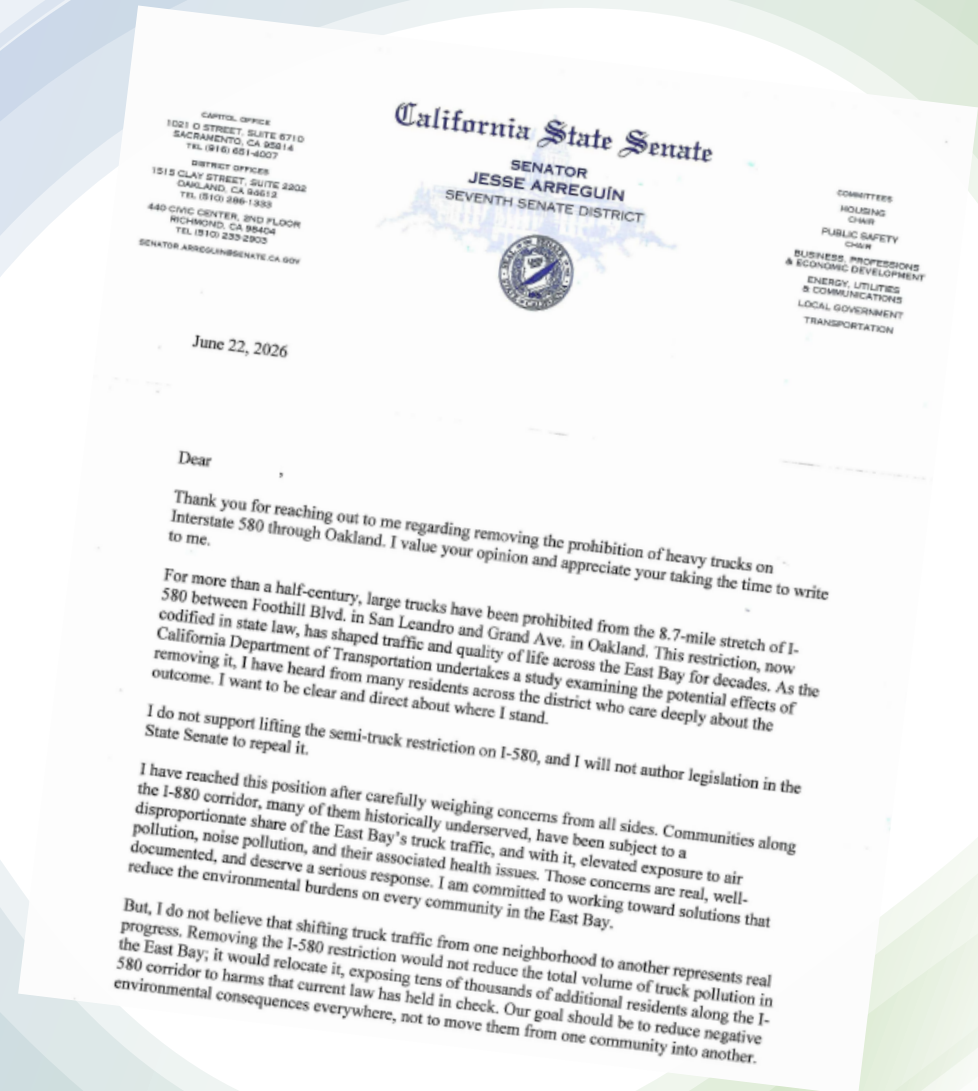
“By excluding major risk considerations, this (Caltrans) study would present a distorted picture of costs and benefits that should not be presented to the Legislature.”

Oakland Councilmember Zac Unger, Oakland D1 –

“I support the ban on trucks on 580.”

Oakland Councilmember Noel Gallo, Oakland D5 –

“I support preserving the ban on heavy trucks on I-580.”

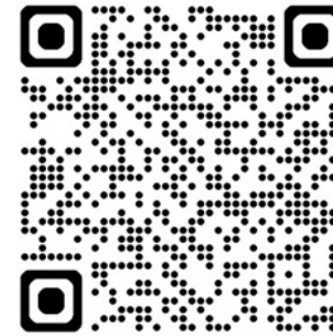




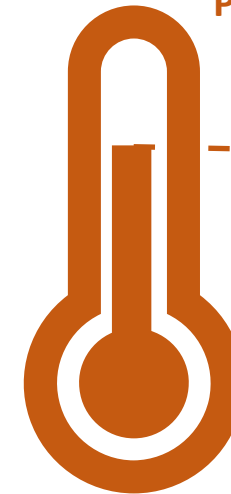
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