

Interstate 580 Truck Access Study (TAS) Background

This study originated from the Bay Area Air District's adoption of the West Oakland Community Action Plan ([WOCAP](#)) (2019). The WOCAP identified numerous strategies including one strategy to examine the effects of removing the truck ban on Interstate (I) 580. In response to community needs Caltrans District 4 secured State Planning and Research grant funding to develop and implement the study.

On March 24, 2025, Caltrans District 4 kicked off the I-580 TAS with the Bay Area Air District and the City of Oakland as study partners. The I-580 TAS will reexamine the long-standing truck weight ban along the I-580 corridor which begins at Foothill Boulevard in the City of San Leandro and ends at Grand Avenue in the City of Oakland. The study area also includes the parallel segment of I-880, other State highways, major arterials, and neighboring cities such as Piedmont, Berkeley, and San Leandro, as well as unincorporated communities in Alameda County, that may be impacted if the ban was lifted. The study will be completed in late 2026/early 2027.

The study scope has been divided into four components including: Traffic Studies, Air Quality and Noise Impact Assessment, a Racial Equity Assessment, and a Comprehensive Community Engagement Strategy to guide public engagement through the duration of the study. The study scope includes a near future scenario with the truck ban in place and a scenario with the ban removed. The Air Quality Assessment will be led by the Air District and the Racial Equity Assessment will be modeled after the City of Oakland.

Caltrans District 4 will be hosting the first public engagement event on November 12, 2025, from 6:30 PM - 8:00 PM. This initial public engagement event for the I-580 TAS will be virtual and hosted via Zoom. The meeting will be part presentation and feature a facilitated question and answer period. Registration is not required for the event, and the Zoom link is posted on the [I-580 TAS study website](#). Members of the public can also sign up for study announcements and updates on the study via the Constant Contact link, [I-580 TAS Constant Contact Landing Page](#).

For further questions and comments, please contact Kelsey Rodriguez at: bayareafreight@dot.ca.gov.



Interstate 580 Truck Access Study

Cameron Oaks

Transportation Planning and Local Assistance

Caltrans District 4



Agenda

Study Overview/Area

Study Goals, Timeline, and Existing Conditions

Public and Stakeholder Engagement

Upcoming Work and Events



I-580 Truck Access Study

- Originated from Owning Our Air - West Oakland Community Action Plan (WOCAP)
- Consists of 4 components:
 - Traffic studies
 - Air Quality & Noise Impact Assessments
 - Racial Equity Assessment
 - Comprehensive Community Engagement Strategy (CCES)

Trucks are Banned on Oakland's I-580. These Sixth Graders Wondered Why



By Laura Kikawa | Jul 5, 2021 | Save Article



Join Alameda County Supervisor Nate Miley for a community townhall regarding the commercial truck ban along interstate 580.



SAVE THE DATE!
Thurs., Dec. 16, 2021
6:30 PM - 8:30 PM



Great Freeway Controversy

Truck Ban, People

Does the MacArthur Freeway trucking ban discriminate against trucks and people, or would lifting the ban discriminate against cars and people?

Both views were expressed during a panel discussion on the truck ban at last night's Oakland Town Meeting at the Main Library.

Keeping trucks off the MacArthur not only discriminates against the trucks, according to two of the speakers, but it also discriminates against the people who live along the Nimitz Freeway, the principal alternative route for trucks banned from the MacArthur.

But permitting trucks to use the MacArthur, their adversary said, would discriminate against the people who live along its route and the cars that use it.

Speakers against the ban were Bernard H. Sutter, assistant manager - director of the California Trucking Association, and Karl E. Sommer, proprietor of the American Rubber Manufacturing

take to ensure the health, safety and well-being of its citizens.

"The question of whether the truck ban is a reasonable use of police power," Brown said, "is something only the courts can decide."

However, according to Sommer, the matter is not before the courts. He said the ban, which expires Jan. 1, was made with the approval of the state and federal public works departments, and both agencies must agree to an extension before the expiration date.

Sommer and Sutter said the federal department has decided it would not override any decision by the state agency, which leaves the matter up to Samuel B. Nitine, director of the State Department of Public Works. Nitine is an opponent of Gov. Ronald Reagan.

Sutter said the trucking association's objections to the ban were not the main point.

—It is a "dangerous precedent" that would "deny the use of any highway to legitimate users. If any group succeeds in diverting traffic from their area, there is nothing to prevent others from doing the same thing until every mile of U.S. highway is closed to trucks."

—It is "unconscionable not to use such a freeway for the use it was intended," he said. "Are the consequences of these living along the MacArthur Freeway more acute than those living along all the other freeways in the state? Are the schools and hospitals more valuable?"

Sommer said there are as many people living along the Nimitz Freeway as the MacArthur, a statement challenged by Sutter, who said the Nimitz passes through industrial zoning for almost the entire distance that it is within the Oakland city limits, which is the only area that the MacArthur has against, whereas the MacArthur passes residential zoning for most of its length inside the city.

"Trucks have used the Nimitz ever since it was built," Sutter said. "And they have never used the MacArthur — and did they use MacArthur Boulevard, where the route through several general changes and quieter down the other side of the highway."

"Now the trucks are asking for special privileges to use a route they have used."

There are many more schools, churches and hospitals along the MacArthur than along the Nimitz, he said. "And they were there before the freeway was built. Those along the Nimitz came after the truck route was designated in 1965."

Sutter said it was "redundant" to say that the MacArthur ban could lead to similar bans on every highway. "The only reason the MacArthur ban was approved," he said, "was because there was an adequate alternative route available."

The Nimitz freeway is flat, he said, whereas there are many grades on the MacArthur, and the noise factor would be much greater on the trucks "grind up the hills through several general changes and quieter down the other side of the highway."

And he said, "How economical will the extra costs of maintenance and repairs be, once we open the highway to the pounding of constant use by heavy trucks?"



OWNING OUR AIR

the West Oakland Community Action Plan – Volume 1: The Plan

October 2019



I-580 TAS Study Area

- Study limits include the I-580 Truck Ban, beginning at Foothill Boulevard in San Leandro and ending at Grand Avenue in Oakland
- Will also include I-880, other State highways and major arterials
- Additional areas of Piedmont, Berkeley, Emeryville, San Leandro, and unincorporated Alameda County also included

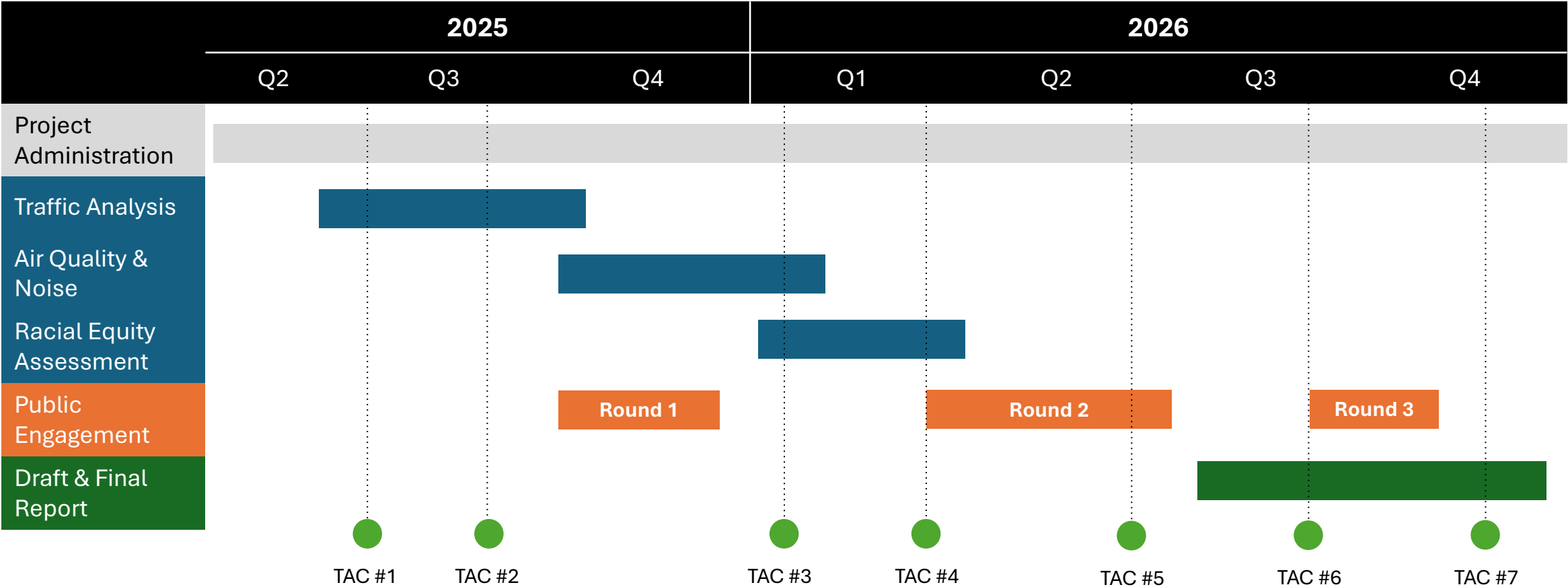


I-580 TAS Goals

Goal No.	Description
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 Timeline



Note: TAC=Technical Advisory Committee. Timing for TAC Meetings is approximate



Technical Analysis and Forecasting

- Freight Technical Memos
 - Existing Conditions
 - Future Conditions (including a “no truck ban” scenario)
 - Recommended Strategies
- Air Quality & Noise Impact Assessments
 - Air Quality Assessment, to be completed by the Air District
 - Noise Impact Estimate Report



Existing Conditions

Socioeconomic Factors

- Income
- Race and ethnicity
- Equity Priority Communities

Freight Factors

- Industrial land uses
- Heavy Truck Trips
- Freeway Truck Volumes

Environmental Factors

- Environmental Burden
- Air Quality
- Asthma



Public and Stakeholder Engagement

- 3 rounds of public engagement:
 - Community workshops (in-person or virtual)
 - Surveys
 - Informational presentations
 - Social media / Constant Contact
- Stakeholder engagement: 7 TAC meetings



Source: West Oakland Community Action Plan

Public Agency TAC Members

State and Regional Partners



Bay Area Air District



Port of Oakland



California Highway Patrol



Metropolitan Transportation Commission



County Partners



Alameda County



Alameda County Transportation Commission



Alameda County Public Health Department



AC Transit

City Partners



City of Emeryville



City of Oakland



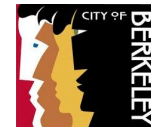
City of Piedmont



City of Alameda



City of San Leandro



City of Berkeley

Industry TAC Members



California Trucking Association



Harbor Trucking Association

Community Based Organization TAC Members



West Oakland
Environmental
Indicators Project



Communities For a
Better Environment



San Leandro 2050

*Also keeping Tiburcio Vasquez Health Center informed outside the TAC



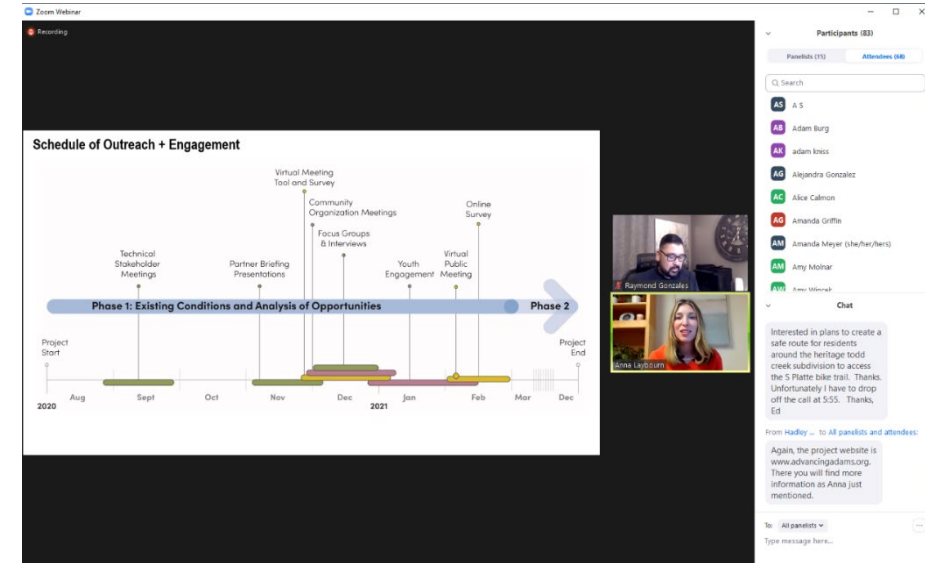
Phase 1 Public Engagement

- **Virtual Public Kick-off Meeting**

- **Format:** Virtual Zoom Webinar
- **Date:** Wednesday, November 12, 2025
- **Time:** 6:30pm
- **Duration:** 1 hour 30 minutes
- **Meeting Link:** <https://us06web.zoom.us/j/86865964833>

- **Promotion Plan**

- Caltrans to share on communications channels
- Attend pop-ins prior / agendize on upcoming committee meetings
- Pass out flyers, table at community centers; meet people where they are



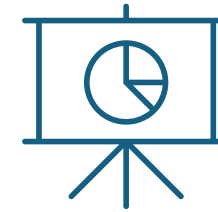
Upcoming Work and Events



**Phase 1 public engagement
– Virtual Open House on
November 12, 2025, 6:30pm**



Traffic Analysis



Air Quality Analysis

Stay Updated!



- **Constant Contact:** <https://lp.constantcontactpages.com/sl/oX4UN69>
- **Website:** [Interstate 580 Truck Access Study | Caltrans](#)
- **Caltrans Public Engagement Portal:** <https://publicinput.com/04580tas>
- **StoryMap:** [I-580 Truck Access Study](#)
- **Email:** bayareafreight@dot.ca.gov
- **Contract Manager:** Kelsey Rodriguez



Constant Contact
Landing Page



I-580 Truck Access
Study Webpage

