



Alameda County Transportation Commission (Commission) Meeting Agenda Thursday, July 23, 2026, 2:00 PM

The Commission and its Standing Committees will meet in the Mary V. King Conference Room at Alameda CTC's offices at 1111 Broadway, Suite 800, Oakland, CA 94607. The live stream of each Alameda CTC Commission and Standing Committee meeting is available for public viewing at www.alamedactc.org/all-meetings by clicking on **View Event** next to the meeting in the list of Upcoming Events.

Members of the public may submit public comments that are addressed to the Commission or Committee members on topics germane to the jurisdiction of the Alameda CTC in person by attending the meeting in Alameda CTC's offices. Alameda CTC conducts orderly meetings to fulfill its mandate. Discriminatory statements or conduct that would potentially violate the federal Civil Rights Act of 1964 and/or the California Fair Employment and Housing Act, California Penal Code sections 403 or 415 is per se disruptive to a meeting and will not be tolerated. Please see [Alameda CTC's Meeting Code of Conduct](#) for more information.

Additionally, comments may be submitted by email sent to the Clerk of the Commission at clerk@alamedactc.org, including the words "Public Comment" and the meeting to which it pertains in the email's subject line. Public comments received by 5:00 p.m. the day before the scheduled meeting will be distributed to Commissioners or Committee members before the meeting and posted on the Alameda CTC website; comments submitted after that time will be distributed to Commissioners or Committee members and posted as soon as possible.

As a convenience, members of the public may also make comments remotely during the meeting by accessing the Zoom link listed below, using the "Raise Hand" feature on their phone, tablet or other device during the relevant agenda item, and waiting to be recognized by the Chair. If calling into the meeting from a telephone, you can press the star key (*) and then the number 9 (*9) to raise/lower your hand. Comments made in person or via Zoom will generally be limited to three minutes in length, or as specified by the Chair. Alameda CTC cannot guarantee that the public's access to Zoom via phone or other device will be uninterrupted, and technical difficulties may occur from time to time. Unless required by the Brown Act, the meeting will continue despite technical difficulties for participants using the Zoom option.

Chair: David Haubert
Vice Chair: Marilyn Ezzy Ashcraft

Executive Director: Tony Tavares
Clerk of the Commission: Elizabeth (Liz) Lake

Location Information:

Alameda County Transportation Commission
Mary V. King Conference Room
1111 Broadway, Suite 800
Oakland, CA 94607

Alameda County Fairgrounds
Heritage House
4501 Pleasanton Drive
Pleasanton, CA 94566

Dublin City Hall
City Manager's Conference Room
100 Civic Plaza
Dublin, CA 94568

Fremont City Hall
3300 Capitol Avenue
Fremont, CA 94538

Zoom Link:

<https://us06web.zoom.us/j/81823881400?pwd=VoRnUUNTlNTQWo2cog3aHVHeWRlZzo9>

Dial-in Information: 1 (669) 900 6833
Webinar ID: 818 2388 1400
Passcode: 758993

Meeting Agenda

1. Call to Order

2. Roll Call

3. Public Comment

3.1 Public Comment

Information

[3.1_COMM_Public_Comment_20260723.pdf](#)

4. Chair and Vice Chair Report

5. Executive Director's Report

5.1 Executive Director's Report - July 2026

Information

[5.1_COMM_ED_Report_July_2026_20260723.pdf](#)

6. Consent Calendar

6.1 Approve the June 25, 2026 Commission Meeting Minutes

Action

[6.1_COMM_Minutes_20260625.pdf](#)

6.2 Approve Actions to Facilitate the Delivery of the I-680 Northbound Express Lane Gap Closure Project

Action

[6.2_COMM_I-680_NB_Approval_20260723.pdf](#)

6.3 Approve the East Bay Greenway Multimodal - North Segment, San Leandro Construction Package Construction Contract Award

Action

[6.3_COMM_EBGW_North_Update_20260723.pdf](#)

6.4 Community Committee Appointments Update

Information / Action

7. Committee Reports

7.1 Bicycle and Pedestrian Advisory Committee Update

Information

[7.1_COMM_BPAC_Update_20260723.pdf](#)

7.2 Independent Watchdog Committee Update

Information

[7.2_COMM_IWC_Update_20260723.pdf](#)

7.3 Paratransit Advisory and Planning Committee Update

Information

[7.3_COMM_PAPCO_Update_20260723.pdf](#)

8. Regular Matters

8.1 Caltrans District 4 Interstate 580 Truck Access Study Update

Information

[8.1_COMM_Caltrans_580_TAS_20260723.pdf](#)

[8.1_COMM_Caltrans_580_TAS_Presentation_20260723.pdf](#)

[8.1_COMM_Caltrans_580_TAS_Public_Comment_No1_20260723.pdf](#)

[8.1_COMM_Caltrans_580_TAS_Public_Comments_No2_20260723.pdf](#)

[8.1_COMM_Caltrans_580_TAS_Public_Comments_No3_20260723.pdf](#)

9. Closed Session

9.1 CONFERENCE WITH LEGAL COUNSEL - EXISTING LITIGATION (Pursuant to Government Code §54956.9(a) and (d)(4)) - ROCKY RIDGE LLC vs. ALAMEDA COUNTY TRANSPORTATION COMMISSION, and DOES 1 through 10, inclusive, (Alameda Superior Ct. Case No. 26CV175916)

Information / Action

9.2 Report on Closed Session

Information

10. Adjournment

Next Meeting:

September 24, 2026

Notes:

- All items on the agenda are subject to action and/or change by the Commission/Committee.
- To comment on an item not on the agenda, submit a speaker card to the Clerk or follow remote instructions listed in the agenda preamble.
- Meeting agendas and staff reports are available on the [website calendar](#).
- Alameda CTC is located near 12th St. Oakland City Center BART station and AC Transit bus lines. [Directions and parking information](#) are available online.
- For language assistance, please call (510) 208-7475. We request at least five working days' notice to accommodate your request.
 - Para obtener asistencia de idioma, comuníquese al (510) 208-7475. Para hacer lugar a su pedido, solicitamos que nos avise con una anticipación mínima de cinco días hábiles.
 - 如需语言协助, 请致电 (510) 208-7475. 请至少提前五个工作日通知, 以便满足您的要求。
 - Para sa tulong sa wika, tumawag sa (510) 208-7475. Mag-abiso nang limang araw na may pasok o mas maaga para mapagbigyan ang inyong kahilingan.
 - Để được hỗ trợ ngôn ngữ, vui lòng gọi (510) 208-7475. Chúng tôi yêu cầu quý vị thông báo ít nhất năm ngày làm việc để có thể đáp ứng được yêu cầu của quý vị.
- Call (510) 208-7450 (Voice) or 1(800) 855-7100 (TTY) five days in advance of the meeting to request a sign-language interpreter.
- Call (510) 208-7400 48 hours in advance to request other accommodations or assistance at this meeting.



Memorandum

3.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: July 23, 2026

TO: Alameda County Transportation Commission

FROM: Tony Tavares, Executive Director
Elizabeth (Liz) Lake, Clerk of the Commission

SUBJECT: Public Comment Submissions regarding Agenda Item 3.1: Public Comment

Please find the written public comment received for the July 23, 2026 Commission Meeting Agenda Item 3.1: Public Comment:

- Karla Guerra

From: [REDACTED]
To: [Alameda CTC Clerk](#)
Subject: TUC Letter - Request for Pedestrian Safety at E. 12th and Avenida de la Fuente (34th avenue)
Date: Thursday, July 23, 2026 2:04:02 PM
Attachments: [TUC Letter - Request for Pedestrian Safety at E. 12th and Avenida de la Fuente \(34th avenue\).docx](#)

Dear Liz,

I am sharing The Unity Council's packet with our public comment today.

Thank you,

Karla Guerra
Policy & Advocacy Senior Manager
[REDACTED]



July 21, 2026

Alameda County Transportation Commission
Attn: Chair David Haubert and Members of the Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Re: Support for Pedestrian Safety Improvements at E. 12th Street and Avenida de la Fuente (34th Avenue), Fruitvale

Dear Chair Haubert and Honorable Commissioners,

REQUEST: On behalf of The Unity Council, we respectfully request that the Alameda County Transportation Commission support the installation of a high-visibility pedestrian crossing and pedestrian-activated flashing beacons at E. 12th Street and Avenida de la Fuente (34th Avenue) in Fruitvale — a low-cost, high-impact safety improvement serving Fruitvale BART, AC Transit, local schools, senior facilities, and the surrounding transit-oriented community.



On behalf of The Unity Council, a community development organization that has served the Fruitvale and East Oakland community for over 60 years, **I am writing to request the Commission's support for a high-visibility pedestrian crossing and pedestrian-activated flashing beacons at E. 12th Street and Avenida de la Fuente (34th Avenue) in Fruitvale.**

This proposed improvement represents a strategic, low-cost investment that would strengthen safety, connectivity, transit access, and equity in the Fruitvale community. The location serves as a primary gateway to Fruitvale BART Station, Fruitvale Village, AC Transit services, local businesses, educational institutions, community facilities, and senior-serving destinations, all within an area that has benefited from

decades of coordinated investment by Alameda CTC, BART, AC Transit, the City of Oakland, The Unity Council, and numerous community partners.

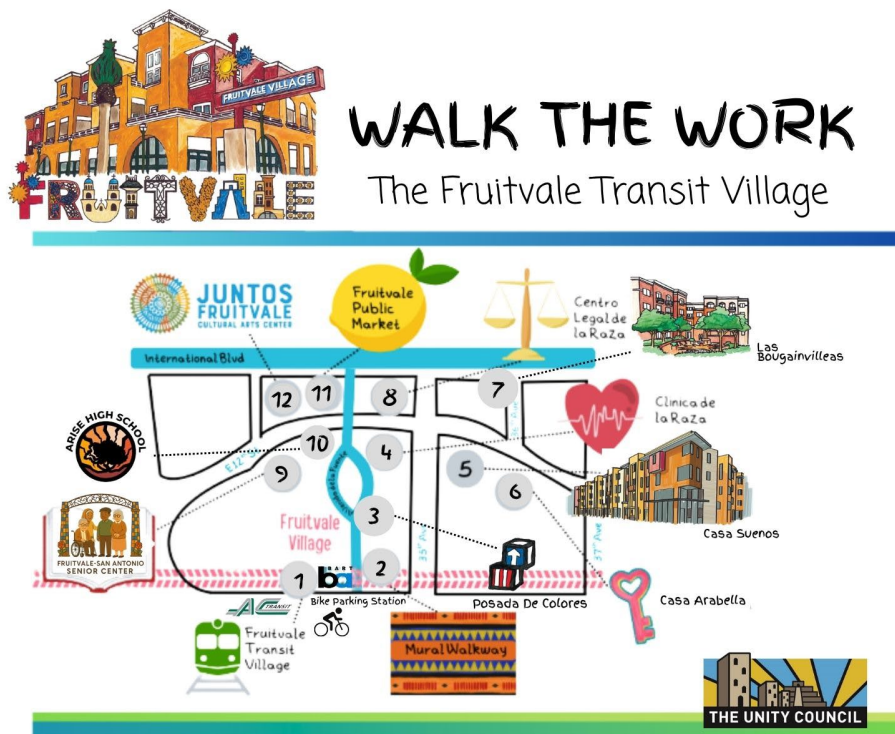
Key Points for the Commission's Consideration

1. Measure BB was approved by Alameda County taxpayers to improve transportation safety, access, and mobility.
2. The Fruitvale BART corridor serves students, seniors, and transit riders daily. Improvements at this location directly advance Alameda CTC's All Ages and Abilities commitment.
3. Crossings in this corridor are utilized to access schools and educational services; this location aligns directly with Alameda County's Safe Routes to Schools mission.
4. Every serious collision was once a near miss. Vision Zero principles call on agencies to act on warning signs before a fatality occurs.
5. Residents who depend on walking and transit deserve the same level of safety as those traveling by automobile.
6. Safe pedestrian crossings are essential first-mile and last-mile connections that support transit ridership and reduce automobile dependence.

Fruitvale Transit Village — Community Anchors

The map below illustrates the density of community anchors surrounding this corridor, including:

- Fruitvale BART (the 7th busiest BART station in the East Bay),
- AC Transit,
- Arise High School,
- the Fruitvale-San Antonio Senior Center,
- La Clínica de la Raza, Centro Legal de la Raza,
- The Fruitvale Public Market,
- The Juntos Fruitvale Cultural Arts Center.



Today, Fruitvale Village continues to serve:

- Residents
- Students
- Seniors
- Small businesses
- Community organizations
- Healthcare providers
- BART riders
- AC Transit riders
- Workers throughout the region

The E. 12th Street and Avenida de la Fuente crossing serves users traveling between:

- Fruitvale BART Station
- AC Transit facilities
- Fruitvale Village
- Retail and commercial businesses
- Charter schools and educational facilities
- Senior facilities and services
- Nearby residential neighborhoods

A safer crossing would improve access to all of these destinations while strengthening the overall transit experience.

Fruitvale as a National Model of Transit-Oriented Development

Fruitvale Village is widely recognized as one of the nation's most successful examples of community-driven transit-oriented development, developed through a partnership among The Unity Council, BART, the City of Oakland, regional agencies, and community stakeholders. The vision was intentionally designed to strengthen the relationship between the surrounding community and Fruitvale BART Station while reducing barriers created by automobile-oriented infrastructure.

The crossing at E. 12th Street and Avenida de la Fuente is a key access point for many of these users.

A Critical First- and Last-Mile Transit Connection

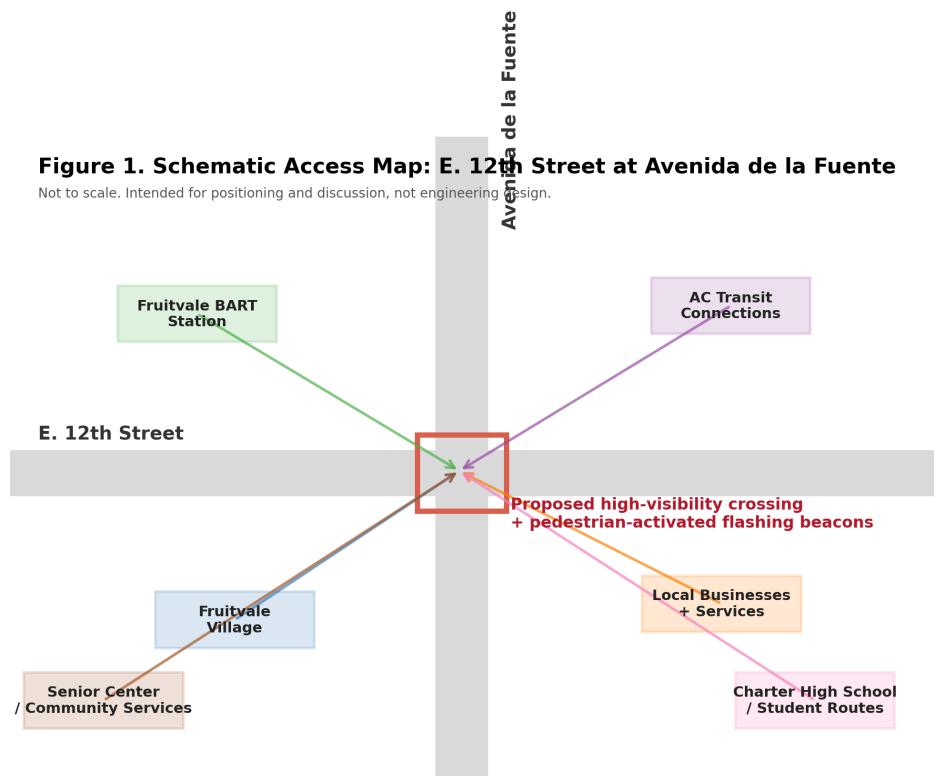
Alameda CTC, BART, and regional transportation agencies consistently recognize that successful transit systems depend on safe first- and last-mile access. The Fruitvale BART Access Plan identified bicycle and pedestrian access deficiencies around the station area and recommended infrastructure improvements that support safe walking and bicycling connections to transit and surrounding destinations, including reducing conflicts among pedestrians, bicyclists, and vehicles.

Figure 1: Schematic Access Map — E. 12th Street at Avenida de la Fuente

The diagram below illustrates how this single crossing point serves as the shared access point for Fruitvale BART, AC Transit connections, Fruitvale Village, the Senior Center and community services, local businesses, and the charter high school and student routes.

Figure 1. Schematic Access Map: E. 12th Street at Avenida de la Fuente

Not to scale. Intended for positioning and discussion, not engineering design.



Consistency with Alameda CTC Priorities

Safety: Alameda CTC's Countywide Transportation Plan and Active Transportation initiatives prioritize reducing fatal and severe injuries through a Safe System approach that proactively addresses safety concerns before serious crashes occur. High-visibility crosswalks and pedestrian-activated flashing beacons are proven treatments that improve driver awareness and reinforce pedestrian priority — particularly valuable at locations experiencing high pedestrian activity associated with schools, transit hubs, commercial districts, and community facilities. This crossing serves all of those functions simultaneously.

Equity: Alameda CTC's Active Transportation framework prioritizes investments that improve access for underserved communities and populations that rely on walking, bicycling, and transit. Fruitvale represents one of Oakland's most important transit-dependent communities. The crossing serves students traveling to school, seniors accessing services and healthcare, transit riders connecting to BART and AC Transit, low-income households, residents without access to automobiles, workers commuting to employment centers, and people with disabilities and mobility limitations. For many users, walking is not a lifestyle choice — it is their primary transportation mode.

Economic Vitality: Fruitvale Village and the surrounding commercial district depend heavily on pedestrian activity. Every day, customers, workers, students, and residents travel between transit facilities, restaurants, retail businesses, medical offices, and community services. Improving pedestrian visibility and crossing comfort supports local commerce and encourages greater use of community-serving destinations.

Network Significance

The East Bay Greenway is one of Alameda County's most significant active transportation investments, designed to connect communities and BART stations through protected bicycle and pedestrian facilities. Fruitvale BART serves as an important node within this network, and current East Bay Greenway plans include improvements connecting to Fruitvale through E. 12th Street and adjacent corridors.

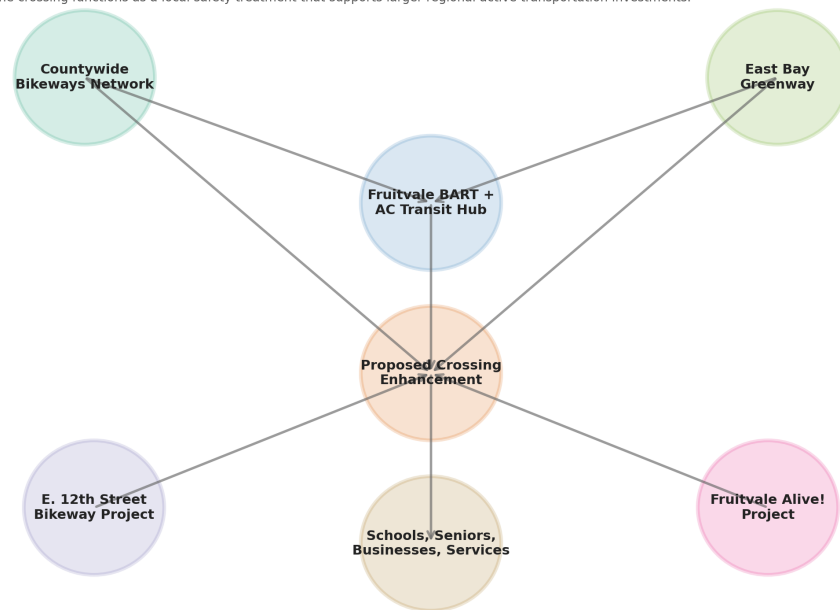
Alameda CTC's Countywide Bikeways Network prioritizes corridors that connect major destinations and regional transit, serve equity-priority communities, improve safety, close network gaps, and promote travel for users of all ages and abilities. Fruitvale BART satisfies all three criteria, and a safe, visible crossing at this location strengthens the functionality of these regional investments.

Figure 2: Network Fit — Why This Crossing Matters Regionally

The diagram below shows how this single crossing enhancement functions as a local safety treatment that supports and connects several larger regional investments: the Countywide Bikeways Network, the East Bay Greenway, the Fruitvale BART and AC Transit hub, the E. 12th Street Bikeway Project, the Fruitvale Alive! project, and the schools, seniors, businesses, and services that depend on this corridor.

Figure 2. Network Fit: Why This Crossing Matters Regionally

The crossing functions as a local safety treatment that supports larger regional active transportation investments.



Building Upon Existing Projects

The City of Oakland's Fruitvale Alive! project identified the corridor surrounding Fruitvale BART as a critical active transportation connection and invested in protected bicycle facilities, wider sidewalks, pedestrian bulb-outs, lighting improvements, landscape enhancements, access improvements, and traffic-calming measures. The proposed crossing enhancement complements and completes these investments.

The East 12th Street Bikeway Project was established to improve walking and bicycling safety and create stronger connections to Fruitvale BART, with goals including improved bicycle access, ADA accessibility, and enhanced pedestrian safety. The proposed crossing directly supports these objectives.

Why a High-Visibility Crossing and Flashing Beacon?

- Enhances driver awareness of crossing pedestrians
- Improves compliance with yielding requirements
- Increases visibility during low-light conditions

- Improves comfort for seniors and mobility-impaired users
- Supports students traveling to and from school
- Reduces conflicts between vehicles, pedestrians, and bicyclists
- Reinforces investments already made by partner agencies
- Can be implemented more quickly and cost-effectively than major roadway reconstruction

Increased Urgency: Día de los Muertos Celebration

Each year, Día de los Muertos brings people together to honor those who came before us and the journeys that connect the living and the dead. For its 31st annual celebration, The Unity Council will commission a monumental 35 foot La Catrina sculpture, handcrafted by master artisans in Mexico City. The Catrina will be designed with outstretched arms, creating a gesture of welcome and embrace—symbolically receiving migrants into the Fruitvale community and boldly expressing shared values of inclusion, care, and belonging.

The Catrina will be on public display at Fruitvale Village beginning in September, a full month ahead of the main celebration, drawing significantly increased foot traffic to this corridor and to the E. 12th Street and Avenida de la Fuente crossing in particular. This anticipated surge in pedestrian activity underscores the time-sensitive nature of this request.



La Catrina is Coming to Oakland — rendering of the 35-foot Catrina sculpture at Fruitvale Village.

This location is not merely a street crossing. It is a gateway to one of the Bay Area's most successful transit-oriented developments, a connection to regional transit, a node within the East Bay Greenway and Countywide Bikeways Network, and a vital link to schools, businesses, community services, and senior-serving facilities.

A high-visibility pedestrian crossing and pedestrian-activated flashing beacon would advance Alameda CTC's goals of safety, equity, economic vitality, transit connectivity, and network completion while

building upon decades of successful public investment in the Fruitvale community. We respectfully request the Commission's leadership and support in advancing this improvement.

We welcome the opportunity to meet with you or your staff to discuss this request further.

Respectfully,



EXECUTIVE DIRECTOR'S REPORT

Delivering on Our Promises

The Alameda County Transportation Commission (Alameda CTC) continues to advance projects and programs that improve safety, accessibility and mobility throughout Alameda County.

This month's report includes the release of the Draft 2026 Countywide Transportation Plan for public review, an update on the Alameda CTC's Capital Program, the upcoming start of construction on Castro Valley's Heyer Avenue Sidewalk Improvement Project, and the 2028 Comprehensive Investment Plan Call for Projects.

Thank you for your continued partnership as we work together to improve transportation for communities throughout Alameda County.

Sincerely,
Tony Tavares, Executive Director

Capital Program Advances \$2 Billion in Transportation Investments

Alameda County Transportation Commission (Alameda CTC) is now advancing nearly \$2 billion in transportation improvements that enhance safety, mobility, and economic vitality across Alameda County. Guided by the Countywide Transportation plan and commitments approved by voters through Measure B and Measure BB, these projects demonstrate the breadth of Alameda CTC's work to deliver transportation improvements for communities throughout Alameda County.

Approximately \$619 million in transportation investments are currently under construction, spanning three major projects: the Oakland Alameda Access Project (OAAP), the 7th Street Grade Separation East project, now approximately 50% complete, and the Rail Safety Enhancement Program Phase A, which advanced to construction in June 2026.

Looking ahead, three additional construction contracts are anticipated to be awarded by the end of 2026 and six more projects have completed full funding plans and are advancing toward construction by June of 2027. This represents approximately \$363 million of construction that will start in Fiscal Year 2026-2027. 12 additional projects continue to advance through design and environmental phases.

Capitol Programs cont'd on page 2

ALAMEDA CTC'S \$2 BILLION CAPITAL PROGRAM

	Under Construction	3 Projects	\$619M Estimated
	Advancing to Construction (in FY2026-27)	9 Projects	\$363M Estimated
	Under Project Development	14 Projects	\$1.2B Estimated

Investment amounts reflect project cost estimates by current phase of work and total **\$2,153.1 billion**.

July, 2026

Capitol Programs cont'd from page 1

These delivery achievements build on significant accomplishments over the past year including opening the Interstate 680 (I-680) southbound express lanes in February 2026, closing a critical gap in the regional express lane network and improving travel reliability. Advertisement of the East Bay Greenway Multimodal San Leandro construction package also occurred.

By combining local transportation investments with external funding, Alameda CTC stretches voter-approved dollars further to deliver more transportation improvements throughout Alameda County. Of the \$619 million in active construction projects, approximately \$357.7 million has been secured from regional, state, federal, and other sources. Upcoming construction projects totaling \$147.1 million include \$106.9 million in external funds, while the six projects advancing toward construction have secured over \$130.5 million in grants.

More information about other Alameda CTC projects can be found on the agency's Projects [webpage](#).

(www.alamedactc.org/programs-projects)



Draft 2026 Countywide Transportation Plan Released for Public Review

The Draft 2026 Countywide Transportation Plan (CTP), will guide transportation priorities to help improve safety, mobility and access for people who live, work and travel in Alameda County, and is now available for public review and comment.

The Draft CTP reflects more than two years of extensive collaboration with community groups, partner agencies, local jurisdictions, and transit operators to ensure the draft reflects the transportation needs and priorities of communities throughout Alameda County. (See graphic)

Community members and stakeholders are encouraged to review the draft plan and share feedback through the online comment tool on our [website](#). (www.alamedactc.org/planning/countywidetransportationplan)

Public comments will be accepted through August 7. The Commission is expected to consider adoption of the plan later this fall. Once adopted, the CTP will guide countywide transportation priorities and investments for years to come, providing a roadmap for future transportation investments that improve safety, accessibility and mobility across Alameda County.

DEVELOPMENT OF THE PLAN WAS INFORMED BY:

~6,000

**in-person and
online interactions**

2,048
survey responses

88
story shares

3,750
in-person
conversations

100
questionnaire
responses

47

**community meetings,
events, focus groups,
listening sessions,
and interviews with
community leaders**

21
pop-ups and
pop-ins

5
listening sessions
and focus groups

21
1:1 discussions and
interviews

Measure BB Supports Castro Valley Sidewalk Safety Project

Construction is expected to begin this summer on the Measure BB-funded Heyer Avenue Sidewalk Improvement Project in Castro Valley. The \$7 million project, including a \$2 million investment from Alameda CTC's Measure BB funding, will improve safety and access for people walking and biking along Heyer Avenue from Redwood Road to Center Street, particularly students traveling to nearby schools.

Improvements include continuous sidewalks, curbs, gutters, bike lanes, Americans with Disabilities Act (ADA) compliant curb ramps, driveway upgrades, and intersection improvements.

Additional work includes pavement resurfacing, drainage and utility upgrades, new trees, and green infrastructure features that help capture and absorb stormwater. Together, these improvements will create a safer, more accessible corridor that benefits students, residents and everyone who travels through the area.

Call for Projects: 2028 Comprehensive Investment Plan Makes \$200 Million Available to Eligible Alameda County Partners

Alameda CTC recently released a call for projects for the 2028 Comprehensive Investment Plan (2028 CIP), making \$200 million in combined discretionary local funding sources administered by Alameda CTC available to applicants for priority transportation projects and programs.

The 2028 CIP will program funding across five fiscal years, from FY 2027–28 through FY 2031–32. The 2028 CIP will prioritize eligible projects that can demonstrate construction readiness or begin operations within the first two years of the 2028 CIP, enhance connectivity and close gaps on Alameda CTC's Countywide Bicycle Network, address safety on the High Injury Network, and directly benefit MTC-designated Equity Priority Communities and other underserved communities.

Funding sources include Measures B and BB (MB/MBB), the Vehicle Registration Fee (VRF), Transportation Fund for Clean Air (TFCA), I-580 Toll Revenues, federal One Bay Area Grant Program Cycle 4 (OBAG 4), and Community Action Resource and Empowerment (CARE) funding. These funds will support eligible capital projects and programs throughout Alameda County. Applications are due by Monday, July 27, 2026.

For more information, visit the Alameda CTC [website](http://www.alamedactc.org/funding/funding-opportunities).
(www.alamedactc.org/funding/funding-opportunities)

Committee Activities

Alameda CTC's committees help shape transportation decisions by reviewing programs and projects, monitoring accountability, and providing specialized expertise to support informed Commission action. Below are highlights from committee meetings held during the past month.

The **Alameda County Technical Advisory Committee (ACTAC)** received a report on July 9th regarding the Metropolitan Transportation Commission's Fiscal Year 2026–27 Annual Obligation Plan, which supports programming federal transportation funding for projects throughout Alameda County.

The **Independent Watchdog Committee (IWC)** received updates on July 16th regarding the Independent Auditor's Work Plan, the 24th Annual Report to the Public, and the Measure B and Measure BB Program Compliance Summary Report. The IWC also conducted a public hearing on its 24th Annual Report to the Public.

The **Bicycle and Pedestrian Advisory Committee (BPAC)** also met on July 16th. The agenda included presentations on projects seeking funding opportunities that require Complete Streets Checklist review. Projects were presented by the Cities of Dublin, Livermore and Newark, the Tri-Valley–San Joaquin Valley Regional Rail Authority, and Alameda CTC.

Visit [Alameda CTC's Meetings webpage](http://www.alamedactc.org/all-meetings) for details on upcoming meetings. (www.alamedactc.org/all-meetings)

Contracting Opportunities

Alameda CTC anticipates upcoming solicitations for the following professional services and construction contracts:

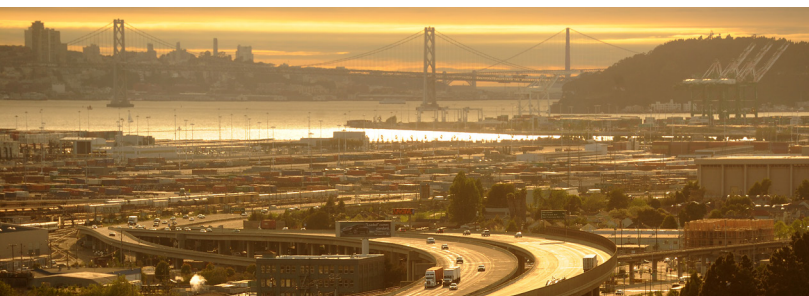
Professional Services

- PA&ED Services for the I-580/I-680 Interchange Improvements (open June '26)
- On-Call Services for Planning and Engineering (open June '26)
- Information Technology Support Services (open September '26)
- General and Special Legal Counsel Services (open October '26)
- Transportation Demand Management Coordination Services (open November '26)

Construction

- East Bay Greenway Multimodal – North Segment, Lake Merritt to Fruitvale BART Segment (open June '26)
- San Pablo Avenue Parallel Bike Improvements (open August '26)

For more information, visit the [Contracting Opportunities web page](http://www.alamedactc.org/get-involved/contracting-opportunities/). (www.alamedactc.org/get-involved/contracting-opportunities/)



Agency Activities

Community engagement and collaboration are central to Alameda CTC's work. In July, staff participated in the following events:

- July 23 – Associated General Contractors of California's Small Business Forum (virtual)
- July 25-26 – Alameda Art and Wine Festival

Bike Mobile Events

Alameda CTC's Bike Mobile program brings bicycle safety education, maintenance and repair services directly to communities throughout Alameda County. In July, Bike Mobile attended the following events:

- July 16 – Dublin Library, Dublin
- July 17 – Alta Mira Affordable Housing, Hayward
- July 19 – Muslim Community Center (MCC) East Bay, Pleasanton
- July 27 – Parrot Village Affordable Housing, Alameda
- July 28 – Carmen Flores Recreation Center, Oakland
- July 30 – Eden House Affordable Housing Summer Fest, San Leandro

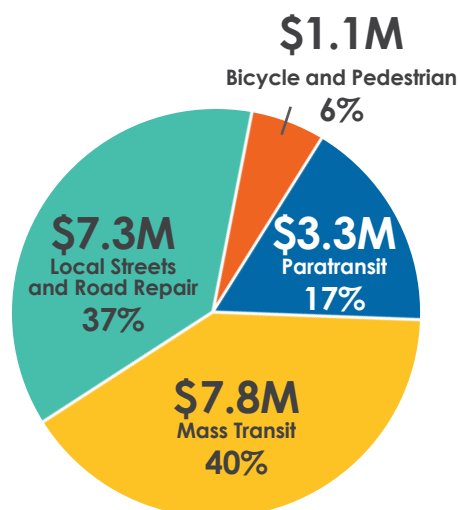
Returning Measure B, Measure BB and Vehicle Registration Fee Funding to Local Communities

Administering Measure B, Measure BB and Vehicle Registration Fee (VRF) funding is one of Alameda CTC's core responsibilities. Each month, the Commission distributes these voter-approved revenues to cities, transit agencies and other eligible recipients who use the funds to address transportation priorities based on the needs of the communities they serve, improving safety, mobility and quality of life.

Through oversight, financial accountability and public reporting, Alameda CTC helps ensure these local investments are used for their intended purposes and deliver meaningful benefits to communities across the county. The summaries below highlight this month's distributions.

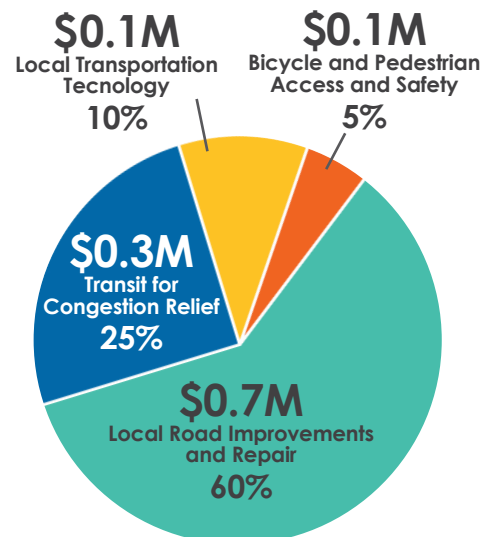
Measure BB Program Distributions (March '26)

Over \$19 million in Direct Local Distribution Funds were distributed for sales tax revenues collected in March 2026. More than \$1.1 billion has been distributed in Measure BB Direct Local Distribution funds since collections began in 2015.



Vehicle Registration Fee (March '26)

Over \$1 million in vehicle registration fees were collected in March 2026. Since 2011, Alameda CTC has distributed more than \$98.6 million of these fees for local road improvement and repair.



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alameda-county-transportation-commission

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To request free language assistance, call 510-208-7400, visit www.alamedactc.org/Title-VI or email TitleVI@alamedactc.org



Alameda County Transportation Commission Meeting Minutes Thursday, June 25, 2026, 2:00 p.m.

6.1

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

1. Call to Order

2. Roll Call

A roll call was conducted. All members were present except Commissioners Fortunato Bas, Haubert and Jordan.

Commissioner Taplin attended the meeting remotely under § 54953.8.3(c) Just Cause.

Commissioner Bowen attended as the alternate for Commissioner Tam.
Commissioner Shaw attended as the alternate for Commissioner Young.

Subsequent to Roll Call:

Commissioners Fortunato Bas and Jordan arrived during item 3.1.

Commissioner Haubert arrived during item 4.

Commissioner Hernandez left the meeting during item 7.3.

3. Public Comment

There was one written public comment and nine verbal public comments.

4. Chair and Vice Chair Report

Chair Haubert and Vice Chair Ezzy Ashcraft each shared a brief report.

5. Executive Director's Report

Executive Director Tony Tavares provided the Commission with several updates.

6. Consent Calendar

6.1 Approve the May 28, 2026 Commission Meeting Minutes

6.2 I-580 and I-680 Express Lanes Quarterly Operations Update

6.3 Approve an Administrative Amendment to Extend Agreement Expiration Date

6.4 Fiscal Year 2024-25 Direct Local Distribution Program Compliance Summary Report Update

6.5 Congestion Management Program: Summary of Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments Update

6.6 Approve Support Positions on Senate Bill 1087 (Cabaldon) and Senate Bill 830 (Arreguín/Wiener) and Receive a Federal, State, Regional and Local Legislative Activities Update

6.7 Community Committee Appointments Update

Commissioner Marchand made a motion to approve the Consent Calendar. Commissioner Salinas seconded the motion. The motion passed with the following roll call vote:

Yes: Balch, Bowen, Brown, Ezzy Ashcraft, Fife, Fortunato Bas, González, Hannon, Haubert, Hernandez, Hu, Jordan, Marchand, Márquez, McCarthy, Miley, Salinas, Salwan, Singh, Shaw, Solomon, Taplin

No: None

Abstain: None

Absent: None

7. Committee Reports

7.1 Bicycle and Pedestrian Advisory Committee Update

There was no committee report.

7.2 Independent Watchdog Committee Update

There was no committee report.

7.3 Paratransit Advisory and Planning Committee Update

Paratransit Advisory and Planning Committee (PAPCO) Chair Sandra Johnson provided a report from the June PAPCO meeting.

8. Regular Matters

8.1 Approve Senate Bill 63 Connect Bay Area Funding Framework

Carolyn Clevenger recommended the Commission approve the Senate Bill 63 Connect Bay Area funding framework for Alameda County return to source funding and small operator funding.

This item received one written public comment and one verbal public comment.

Commissioner Ezzy Ashcraft made a motion to approve the item. Commissioner Miley seconded the motion. The motion passed with the following roll call vote:

Yes: Balch, Bowen, Brown, Ezzy Ashcraft, Fife, Fortunato Bas, González, Hannon, Haubert, Hu, Jordan, Marchand, Márquez, McCarthy, Miley, Salinas, Salwan, Singh, Shaw, Solomon, Taplin

No: None

Abstain: None

Absent: Hernandez

8.2 Approve Award of Agreement No. A26-0067 with Clark Construction Group for Construction Phase Services Related to the Rail Safety Enhancement Program – Phase A Livermore & Hayward Project

Jhay Delos Reyes and Angelina Leong recommended the Commission approve and authorize Agreement No. A26-0067 with Clark Construction Group for construction-phase services related to the Rail Safety Enhancement Program – Phase A Livermore and Hayward Project.

Commissioner Salinas made a motion to approve the item. Commissioner Marchand seconded the motion. The motion passed with the following roll call vote:

Yes: Balch, Bowen, Brown, Ezzy Ashcraft, Fife, Fortunato Bas, González, Hannon, Haubert, Hu, Jordan, Marchand, Márquez, McCarthy, Miley, Salinas, Salwan, Singh, Shaw, Solomon, Taplin

No: None

Abstain: None

Absent: Hernandez

9. Adjournment



Memorandum

6.2

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: July 16, 2026

TO: Alameda County Transportation Commission

FROM: Farid Javandel, Director of Project Delivery
Jhay Delos Reyes, Director of Project Delivery
Matthew Bomberg, Principal Transportation Engineer

SUBJECT: Approve Actions to Facilitate the Delivery of the I-680 Northbound Express Lane Gap Closure Project

Recommendation

It is recommended that the Commission approve the following actions to facilitate delivery of the I-680 Northbound Express Lane Gap Closure Project (Project):

1. Allocate \$20.0 million of 2014 Transportation Expenditure Plan Measure BB Congestion Relief, Local Bridge, Seismic Safety program (TEP-26) funds for the final design phase for the Project, including right of way, project management, plans specifications and estimates (PS&E) consultant, and support costs; and
2. Authorize the Executive Director or his designee to negotiate and enter into Agreement No. A27-0002 with AECOM for Plans Specifications and Estimates (PS&E) phase services for the I-680 Northbound Gap Closure Project (PN 1490.004).

Summary

The Project will complete the final 10-mile segment between SR-84 and Alcosta Boulevard needed to deliver a continuous express lane system along the I-680 corridor through Alameda County and connecting to Contra Costa County. Closure of this gap has been implemented in two phases, with the southbound express lane opened to traffic earlier this year. The northbound segment remains the last element required to deliver a fully connected, bidirectional facility. Completion of the northbound segment will create a seamless system that supports improved traffic flow, more reliable travel times, and enhanced performance for carpools and transit.

Advancing the Project through PS&E will position it to be “shovel-ready” and competitive for future construction funding. The Project will also leverage efficiencies from the recently completed southbound project, where key infrastructure was installed in advance

to support the future northbound facility. This approach minimizes redundant construction activities, reduces impacts to the traveling public, and maximizes the benefits of prior investments.

Background

The Project addresses a critical discontinuity between Alameda CTC's express lanes south of SR-84 and the Bay Area Infrastructure Financing Authority express lanes north of Alcosta Boulevard. During the environmental phase, the gap project was divided into two segments to expedite delivery and align with funding available at the time. The southbound segment was constructed first and opened to traffic in February of this year, with tolling anticipated to begin later this year. The northbound segment now represents the final step in closing the gap and delivering a seamless express lane system in both directions. To improve efficiency and reduce construction impacts, key infrastructure elements supporting the northbound facility, such as gantries, conduit, fiber, and power, were installed during the southbound construction. This coordinated approach avoids duplicate work and reduces additional disruption to the public.

Staff recommends allocating \$20.0 million of 2014 Measure BB TEP-26 funds to complete the final design phase. This will cover all costs associated with the PS&E phase including PS&E consultant, oversight functions, California Department of Transportation (Caltrans) support, staff costs, permits, and right of way support. Concurrently, staff is coordinating with Tri-Valley Transportation Council (TVTC, <https://www.tvtc-jpa.com/>) to identify the appropriate timing for a future allocation request of up to \$21.2 million that the TVTC has prioritized the Project in its currently approved Strategic Expenditure Plan for Tri-Valley Transportation Development Fee revenues. These funds are not yet available due to limited fees collected to date, but are expected to become available as revenues accrue from ongoing land development. To avoid delaying the final design and right-of-way phases, which would delay construction and result in increased costs, staff recommends using Measure BB funds to continue advancing the Project. It is anticipated that future TVTC funds will reimburse or offset these expenditures.

An industry outreach event was held in March of 2026 to highlight multiple upcoming contracting opportunities, including a focus on this project, and was attended by approximately 80 consultants. On April 10, 2026, Alameda CTC issued a request for proposals for PS&E services for the Project. An additional pre-proposal meeting for prospective bidders was held April 20, 2026. Two qualified teams submitted proposals for this project by the May 8, 2026 deadline. An evaluation panel consisting of representatives from Alameda CTC, Caltrans, and the City of Pleasanton reviewed the proposals, conducted interviews, and identified AECOM as the top-ranked firm based on understanding of the project scope, expertise, management plan, and staffing. Staff is recommending award of contract A27-0002 to AECOM for the PS&E phase of the Project.

Levine Act Statement: AECOM and their subconsultants did not report any conflicts in accordance with the Levine Act.

Fiscal Impact

The fiscal impact for approving this item is \$20 million in Measure BB TEP-26 funds, which was included in the budget adopted for Fiscal Year 2026-27.

Attachment:

- A. I-680 Northbound Express Lane Gap Closure Presentation



ALAMEDA COUNTY TRANSPORTATION COMMISSION

I-680 Northbound Express Lane Gap Closure



A Presentation to Alameda County Transportation Commission
July 23, 2026

Alameda CTC Express Lanes History

2004: Assembly Bill No. 2032 added Streets and Highways Code Section 149.5, which authorized:

- Sunol Smart Carpool Lane Joint Powers Authority (JPA), to conduct, administer, and operate Express Lanes on I-680
 - Operational in 2010
 - JPA dissolved in February 2023 and incorporated into Alameda CTC
- ACCMA (now ACTC) may conduct, administer, and operate a program on a corridor within Alameda County (I-580)
 - Operational in 2016



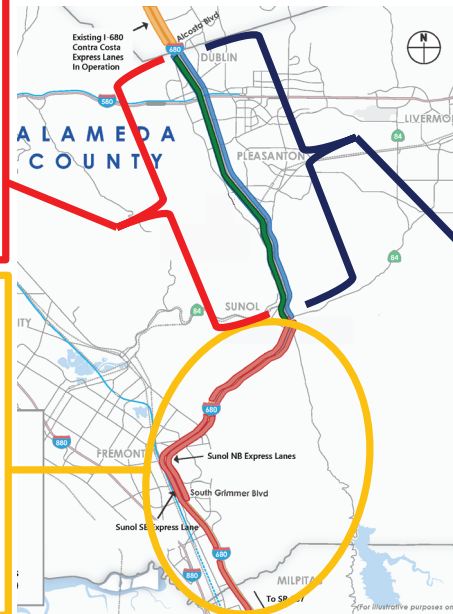
I-680 Express Lanes Final Segment - NB Gap

I-680 Southbound Gap

- Opened to traffic in Feb 2026
- Toll Commencement expected Winter 2026, (dependent on PG&E)

I-680 Sunol Express Lanes

- 2006: Sunol Joint Powers Authority (JPA) established
- 2010: Southbound lane opened (first in Bay Area)
- 2023: Northbound lane opened
- 2024: JPA dissolved



I-680 Northbound Gap

- Environmental Phase : Completed 2020
- Design Phase: Summer 2026 to Summer 2028



ALAMEDA COUNTY TRANSPORTATION COMMISSION

3

Fund Allocation Request

- Requesting Commission approval to allocate \$20.0 million of 2014 Transportation Expenditure Plan Measure BB Congestion Relief, Local Bridge, Seismic Safety program (TEP-26) funds for the final design phase for the Northbound I-680 Express Lane Gap Closure Project
- Activities to be funded include
 - Consultant to prepare Plans Specifications and Estimates
 - Right of way engineering
 - Caltrans support cost
 - Oversight support
 - Project management



ALAMEDA COUNTY TRANSPORTATION COMMISSION

4

Contract Award Request

- April 10, 2026 – RFP released
- April 20, 2026 – Pre-Proposal meeting for consultants
- May 8, 2026 – Proposals received
- June 16, 2026 – Consultant Team interviews and selection
- July 13, 2026 - PPC meeting - Informational update
-  ➤ July 23, 2026 - Commission Meeting – Request approval to award contract for preparation of Plans Specifications and Estimates





Memorandum

6.3

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: July 16, 2026

TO: Alameda County Transportation Commission

FROM: Farid Javandel, Director of Project Delivery
Jhay Delos Reyes, Director of Project Delivery
Matthew Bomberg, Principal Transportation Engineer

SUBJECT: Approve the East Bay Greenway Multimodal - North Segment, San Leandro Construction Package Construction Contract Award

Recommendation

It is recommended that the Commission approve the Executive Director or his designee to award construction contract A27-0001 for \$17,574,530.36 to Bay Cities Paving and Grading, Inc. as the lowest responsible and responsive bidder for construction of the East Bay Greenway Multimodal (EBGWMM) – North Segment, San Leandro Construction Package Project Number (PN) 1587.103.

Summary

Alameda CTC is the Project Sponsor of the EBGWMM Projects (Projects), a series of complete street corridor projects extending along the San Francisco Bay Area Rapid Transit District (BART) alignment from Oakland to Hayward. The North Segment of EBGWMM, from Lake Merritt BART to Bayfair has been split into four packages for design and construction. Alameda CTC is the implementing agency for the San Leandro Construction Package (Project). All required funding approvals have been obtained to support the award of the construction package. The Project was advertised on May 22, 2026, bids were opened on June 29, 2026, and five bids were received. This action requests the Commission to authorize the Executive Director or designee to award Construction Contract A27-0001 to Bay Cities Paving and Grading, Inc. for construction of the Project.

Background

The EBGWMM Projects will construct complete street improvements parallel to the BART corridor in North and Central Alameda County. Project elements will include shared use paths, separated bikeways, bicycle and pedestrian crossing improvements, lighting

upgrades, new traffic signals and warning beacons, transit stop improvements, and stormwater treatment features.

Alameda CTC environmentally cleared and secured approximately \$130 million in external funding for the EBGWMM North Segment [\$30 million of federal Reconnecting Communities and Neighborhoods, \$19.5 million of state Active Transportation Program (ATP), \$39.375 million of state Solutions for Congested Corridors Program (SCCP), \$25 million of regional Safe Routes to Transit and Bay Trail, and \$15.9 million of federal One Bay Area Grant funds].

The EBGWMM North Segment from Lake Merritt to Bayfair extends 10.6 miles, connects five BART station areas in the cities of Oakland and San Leandro, and was split into four construction packages for design and construction, as depicted in Attachment A:

- Oakland North (PN 1587.101) from Lake Merritt BART to Fruitvale BART
- Oakland South (PN 1587.102) from 54th Avenue to Oakland/San Leandro city limit
- San Leandro (PN 1587.103) from Oakland/San Leandro city limit to E 14th Street
- California Department of Transportation (Caltrans)/E 14th (PN 1587.104) from San Leandro Boulevard to Bayfair Drive

Alameda CTC, as the lead agency for the California Environmental Quality Act, cleared the EBGWMM North Segment through a Categorical Exemption in June 2023. Caltrans, as the lead agency for the National Environmental Policy Act, approved a Categorical Exclusion in September 2025.

The San Leandro Construction Package achieved the Ready To List milestone (final Plans, Specifications, and Estimates and right-of-way certification) in April 2026. In June 2026, the California Transportation Commission approved the ATP funding for the San Leandro Construction Package.

The Commission approved release of an invitation for bid in June 2024 allowing staff flexibility to advertise the Project based on grant funding requirements. The San Leandro Construction Package was advertised on May 22, 2026 and was downloaded by at least 15 self-identified prime contractors and 15 self-identified subcontractors or suppliers. Bids were due on June 29, 2026 and five bids were received. The bidders (in alphabetical order) and amounts are listed in Table A below.

Table A: Bid Results

Contractor	Bid Amount
Bay Cities Paving & Grading, Inc.	\$17,574,530
DeSilva Gates Construction	\$20,687,687
Ghilotti Bros., Inc.	\$19,492,787
Ghilotti Construction Company, Inc.	\$19,222,521
Redgwick Construction Company	\$19,007,074

The project team analyzed the bids received to confirm the lowest priced responsible and responsive bidder. Bidders were sent a Notice of Intent to Award letter on July 8, 2026. An information update was provided to the Programs and Projects Committee on July 13. The invitation for bids provides ten business days for a bid protest period. The bid protest period has ended prior to the July 23 Commission meeting. The staff recommendation is to award the construction contract for \$17,574,530.36 to Bay Cities Paving and Grading, Inc. as the lowest responsible and responsive bidder.

Levine Act Statement: Bay Cities Paving and Grading, Inc. and their subconsultants did not report any conflicts in accordance with the Levine Act.

Fiscal Impact

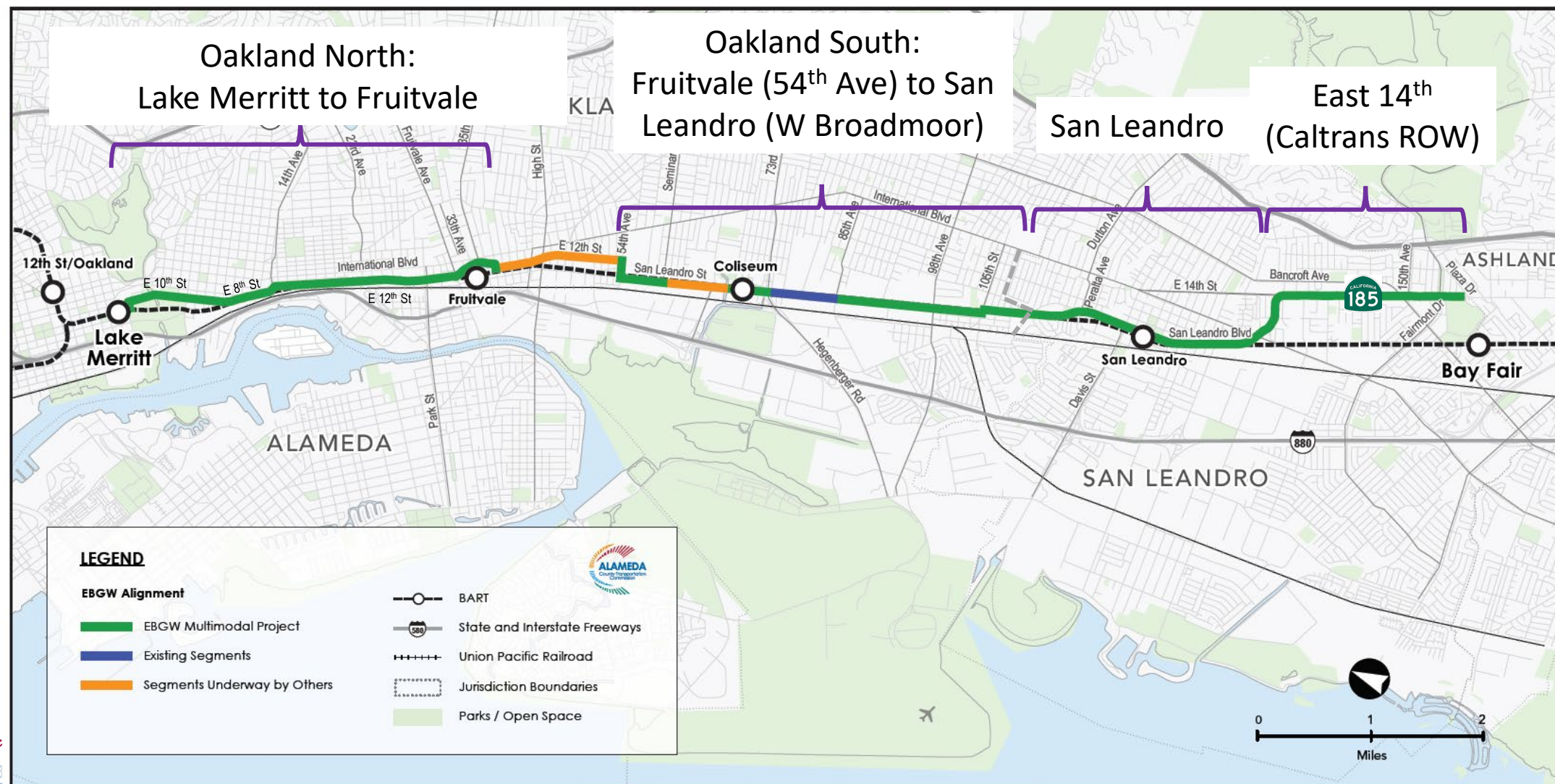
The fiscal impact for approving this item is \$17,574,530.36, which was included in the budget adopted for Fiscal Year 2026-27.

Attachments:

- A. East Bay Greenway Multimodal: Lake Merritt to Bayfair Project Corridor Map
- B. East Bay Greenway Multimodal North Segment (Lake Merritt BART to Bayfair BART)
 - San Leandro Construction Package Award Presentation

Alameda CTC East Bay Greenway Multimodal Project

Lake Merritt to Bayfair – Construction Packages





ALAMEDA COUNTY TRANSPORTATION COMMISSION

East Bay Greenway Multimodal North Segment (Lake Merritt BART to Bayfair)- **San Leandro Construction Package Award**



A Presentation to Alameda County Transportation Commission
July 23, 2026

East Bay Greenway Multimodal Project Segments

- Safer pedestrian and bicycle improvements along Alameda County high injury network
- Multimodal connectivity with new facilities in Equity Priority Communities
- 16 miles of regional trail/complete street facility
- Connects 7 BART stations from Lake Merritt to South Hayward



— North Segment
 (Oakland - San Leandro)
— South Segment
 (County of Alameda - Hayward)



East Bay Greenway Multimodal Project

North Segment Construction Packages



3

Schedule by Construction Package

Construction Package	Environmental Clearance	Design Complete	Construction Contract Award	Complete Construction (est.)
Oakland North	9/18/25	4/10/26	10/2/26 (est.)	10/22/29
Oakland South	9/18/25	2/22/27 (est.)	9/6/27 (est.)	9/5/30
San Leandro	9/18/25	4/3/26	7/23/26 (est.)	7/22/29
East 14th	9/18/25	8/28/26 (est.)*	8/19/27 (est.)	8/18/30

* Right of Way Certification 12/15/2026

- June 2026 – Active Transportation Program (ATP) and Solutions for Congested Corridors Program (SCCP) grant allocations approved by California Transportation Commission (CTC)



East Bay Greenway Multimodal Project

4

External Funds Leveraged (in \$ million)

Construction Package	Local MBB	Federal RCN	Federal OBAG	State SCCP	State ATP	Regional RM3	Other Local TFCA	Total
Oakland North	15.8			39.4			6.4	61.6
Oakland South	9.2	30.0	15.9					55.1
San Leandro	13.5				19.5			33.0
East 14th	10.5					25.0		35.5
Total	49.0	30.0	15.9	39.4	19.5	25.0	6.4	185.2
Total External Funds Leveraged = \$136.2 million								

ATP - Active Transportation Program
 SCCP - Solutions for Congested Corridors Program
 RCN - Reconnecting Communities and Neighborhoods program
 OBAG - One Bay Area Grant Program
 RM3 - Regional Measure 3 (regional funds)
 TFCA - Transportation Fund for Clean Air



East Bay Greenway Multimodal Project

5

Request to award San Leandro Construction Package to low bidder

Bidder No.	Company	Bid Amount
1	Bay Cities Paving & Grading, Inc.	\$17,574,530.36
2	Redgwick Construction Co.	\$19,007,074.00
3	Ghilotti Construction Co., Inc.	\$19,222,520.90
4	Ghilotti Bros., Inc.	\$19,492,787.00
5	DeSilva Gates Construction	\$20,687,687.00

- Contract Advertised May 22, 2026
- Bids opened June 29, 2026
- Notice of Intent to Award July 8, 2026
- Bid protest period ended July 22, 2026
- Contract award consideration by Commission July 23, 2026



East Bay Greenway Multimodal Project

6



Thank You

For more information, visit
www.AlamedaCTC.org

Alameda County Transportation Commission • 1111 Broadway, Suite 800
Oakland, CA 94607 • 510.208.7400

Alameda County Transportation Commission
Bicycle and Pedestrian Advisory Committee
Member Roster Fiscal Year 2026-27

	Last Name	First Name	City	Appointed By	Term Began	Re-apptmt.	Term Expires
1	Marleau, Chair	Kristi	Dublin	Alameda County Mayors' Conference, D-1	Dec-14	May-25	May-27
2	Turner, Vice Chair	Matt	Castro Valley	Alameda County Board of Supervisors, District 4	Apr-14	Jul-25	Jul-27
3	Greenberg	Sam	Berkeley	Alameda County Board of Supervisors, District 5	Jun-25		Jun-27
4	Johansen	Jeremy	San Leandro	Alameda County Mayors' Conference, D-3	Sep-10	Mar-24	Mar-26
5	Purdy	Jason	Alameda	Alameda County Board of Supervisors, District 3	Jun-25		Jun-27
6	Schweng	Ben	Alameda	Alameda County Mayors' Conference, D-2	Jun-13	Feb-25	Feb-27
7	Seavers	Kevin	Oakland	Alameda County Mayors' Conference, D-4	Sep-25		Sep-27
8	Toy	Kendra	Fremont	Alameda County Board of Supervisors, District 1	Jul-24		Jul-26
9	Wang	Jianhan	Hayward	Alameda County Board of Supervisors, District 2	Dec-25		Dec-27
10	Vacancy			Alameda County Mayors' Conference, D-5			
11	Vacancy			Transit Agency (Alameda CTC)			

**Alameda County Transportation Commission
Independent Watchdog Committee
Member Roster - Fiscal Year 2026-27**

	Title	Last	First	City	Appointed By	Term Began	Reappt.	Term Expires
1	Mr.	Park, Chair	Damian	Berkeley	Alameda County Mayor's Conference, District 5	Feb-23		Feb-25
2	Mr.	Rubin, Vice Chair	Thomas	Oakland	Alameda County Taxpayers Association	Jan-19		N/A
3	Mr.	Adams	Brendan	Oakland	League of Women Voters	Dec-24		N/A
4	Mr.	Brown	Keith	Oakland	Alameda Labor Council (AFL-CIO)	Apr-17		N/A
5	Mr.	Buckley	Curtis	Berkeley	Bike East Bay	Oct-16		N/A
6	Mr.	Exner	Alfred	Pleasanton	Alameda County Mayor's Conference, District 4	Jun-21	Apr-26	Apr-28
7	Mr.	Farooq	Muhammad	Fremont	Alameda County Board of Supervisors, District 2	Apr-26		Apr-28
8	Mr.	Gertler	Peter	Oakland	Alameda County Board of Supervisors, District 3	Jun-25		Jun-27
9	Mr.	Hastings	Herb	Dublin	Paratransit Advisory and Planning Committee	Jun-25		Jun-27
10	Mr.	Henn	Michael	Piedmont	Alameda County Board of Supervisors, District 5	Sep-24		Sep-26

	Title	Last	First	City	Appointed By	Term Began	Reappt.	Term Expires
11	Ms.	Orrick	Phyllis	Berkeley	Sierra Club	Jun-25		N/A
12	Mr.	Patino	Ángel	Oakland	Alameda County Board of Supervisors, District 4	Apr-26		Apr-28
13		Vacancy			Alameda County Board of Supervisors, District 1			
14		Vacancy			Alameda County Mayor's Conference, District 1			
15		Vacancy			Alameda County Mayor's Conference, District 2			
16		Vacancy			Alameda County Mayor's Conference, District 3			
17		Vacancy			East Bay Economic Development Alliance			

**Alameda County Transportation Commission
Paratransit Advisory and Planning Committee
Member Roster - Fiscal Year 2026-27**

	Last	First	Appointed By	Term Began	Re apptmt.	Term Expires
1	Johnson, Chair	Sandra J.	Alameda County Board of Supervisors, District 4	Sep-10	Jul-25	Jul-27
2	Suter, Vice Chair	John	City of Emeryville	May-21	Apr-26	Apr-28
3	Costello	Shawn	City of Dublin	Sep-08	Mar-25	Mar-27
4	Hastings	Herb	Alameda County Board of Supervisors, District 1	Mar-07	Oct-18	Oct-20
5	Lewis	Anthony	City of Alameda	Jul-18	Apr-25	Apr-27
6	Marshall	Roger	City of Fremont	Jan-24		Jan-26
7	Mital	Arun	AC Transit	Jan-24		Jan-26
8	Pansino	Jeanne "Dede"	City of Albany	Mar-25		Mar-27
9	Rivera-Hendrickson	Carmen	City of Pleasanton	Sep-09	Apr-19	Apr-21
10	Rousey	Michelle	BART	May-10	Apr-26	Apr-28
11	Stadmire	Sylvia	Alameda County Board of Supervisors, District 3	Sep-07	Jul-19	Jul-21

	Last	First	Appointed By	Term Began	Re apptmt.	Term Expires
12	Van Slyke	Helen	Alameda County Board of Supervisors, District 2	Apr-24		Apr-26
13	Waltz	Esther Ann	LAVTA	Feb-11	Mar-26	Mar-28
14	Vacancy		Alameda County Board of Supervisors, District 5			
15	Vacancy		City of Berkeley			
16	Vacancy		City of Hayward			
17	Vacancy		City of Livermore			
18	Vacancy		City of Newark			
19	Vacancy		City of Oakland			
20	Vacancy		City of Piedmont			
21	Vacancy		City of San Leandro			
22	Vacancy		City of Union City			

Alameda County Transportation Commission
Paratransit Advisory and Planning Committee
Member Roster - Fiscal Year 2025-2026

	Last	First	Appointed By	Term Began	Re apptmt.	Term Expires
23	Vacancy		Union City Transit			



Memorandum

8.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: July 16, 2026

TO: Alameda County Transportation Commission

FROM: Carolyn Clevenger, Deputy Executive Director of Planning and Policy
Kristen Villanueva, Director of Planning and Programs

SUBJECT: Caltrans District 4 Interstate 580 Truck Access Study Update

Recommendation

The Commission will receive an overview and update from Caltrans District 4 on their [Interstate 580 Truck Access Study \(I-580 TAS\)](#). This is an informational item only.

Summary

Caltrans District 4 is conducting the I-580 TAS to understand how removing the truck ban on I-580 could affect safety, travel patterns, traffic conditions, air quality, and noise along the I-880 and I-580 corridors and other nearby state highways and major arterials. Caltrans will attend the July meeting of the Commission to provide an update on this study.

I-580 TAS Background

The I-580 TAS is examining the long-standing truck ban along the I-580 corridor. The truck ban prohibits trucks weighing over 4.5 tons (9,000 pounds) from traveling on I-580 from Foothill Avenue in San Leandro to Grand Avenue in Oakland. As shown in Figure 1, the study area also includes the parallel segment of I-880, State Route 13, other state arterials, and neighboring cities such as Piedmont, Berkeley, and San Leandro that may be impacted if the ban was lifted.

The study scope has been divided into four elements including Traffic Studies, an Air Quality and Noise Impact Assessment, a Racial Equity Assessment, and a Comprehensive Community Engagement Strategy that will guide public engagement through the duration of the study. The Air Quality Assessment will be led by the Bay Area Air District.

The study scope includes evaluating the current scenario with the truck ban in place and a scenario with the ban removed.

Alameda CTC staff serve on the study's Technical Advisory Committee, along with:

- City Partners: Emeryville, Oakland, Piedmont, Alameda, San Leandro and Berkeley;
- County Partners: Alameda County, Alameda County Public Health Department, Alameda County Community Development Agency, and AC Transit;
- State and Regional Partners: the Bay Area Air District, Port of Oakland, California Highway Patrol, and the Metropolitan Transportation Commission;
- Community Based Organization Partners: West Oakland Environmental Indicators Project, Communities for a Better Environment, and San Leandro 2050; and
- Industry Partners: California Trucking Association.

Public Engagement

Caltrans started public engagement on the study last November and has since received requests to broaden engagement and ensure communities are aware of the study and its background. Caltrans responded with additional events and have posted materials on their public engagement portal: <https://publicinput.com/04580tas#tab-78809>

This month, the study team is seeking input on draft traffic, noise, air quality, and racial equity analyses. They are conducting community events and holding library information sessions throughout the study area.

Figure 1. I-580 TAS Study Area Map



Fiscal Impact: There is no fiscal impact. This is an informational item only.



Interstate 580 Truck Access Study

Division of Transportation Planning and Local Assistance
Caltrans Bay Area

July 23, 2026



Agenda

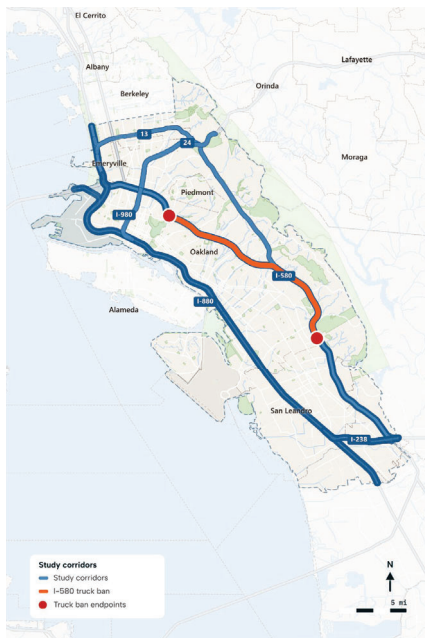
- Overview of the truck ban/I-580 Truck Access Study
- Study Methodology
- Technical Findings
- Public Engagement and Next Steps



Overview of the Truck Ban and I-580 Truck Access Study



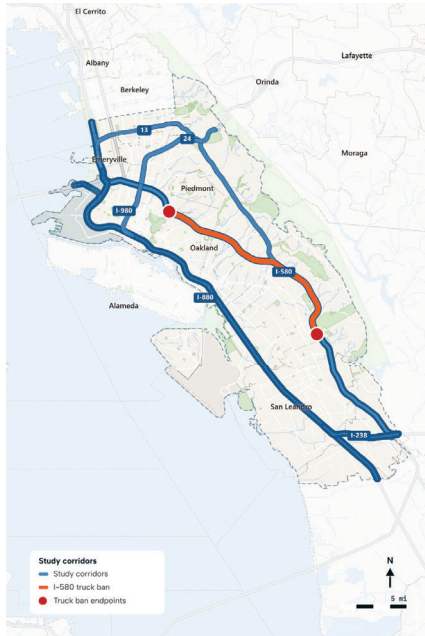
What is the I-580 Truck Ban?



- 8.7-mile from Foothill Boulevard near San Leandro to Grand Avenue in Oakland
- Vehicles over 4.5 tons prohibited, except for buses and paratransit vehicles, per California Vehicle Code
- Key study components:
 - Evaluate traffic, safety, and how exposure to air noise pollution could change for nearby communities if the truck ban is removed.
 - This study will not make a recommendation to either maintain or remove the ban.



Study Area



What State highways and arterials are included in the traffic analysis?

- I-580, I-880, I-238, I-980, SR 24, and SR 13
- All major local [arterials](#), such as:
 - Grand Avenue
 - Hegenberger Road
 - Hesperian Boulevard

What cities are included in the study area?

- Oakland
- San Leandro
- Piedmont
- Berkeley
- and a portion of Alameda

*Unincorporated communities of Ashland, Cherryland and San Lorenzo also included

Study Methodology

Study Methodology – Traffic and Air

Traffic:

- Existing Conditions, using 2020 Pre-Covid data (most recent year)
- Traffic forecast in 2035 with and without the truck ban
- Uses Alameda-Contra Costa County Travel Demand Model by Alameda CTC

Air Quality:

- Emission estimation and dispersion modeling by the Bay Area Air District, focusing on:
 - Diesel Particulate Matter (DPM)
 - Fine Particulate Matter (PM_{2.5})
 - Cancer Risk due to exposure to DPM and other air toxic
- Includes sensitive locations (e.g., schools, hospitals) for the entire study area



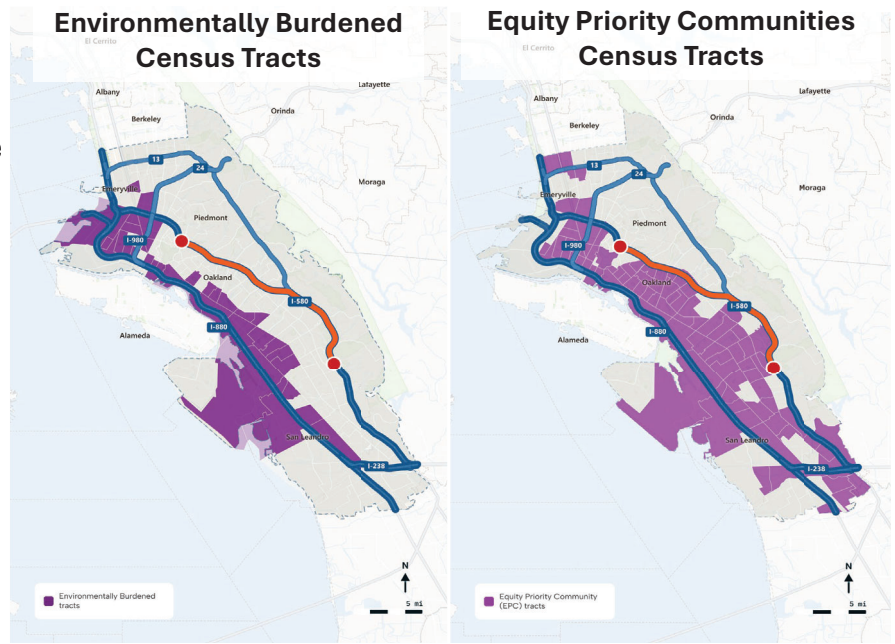
Study Methodology – Noise

- FHWA Traffic Noise Model run on 14 segments across I-580, I-880, I-238, SR 24, and SR 13, comparing With Ban and No Ban scenarios in 2035
- Receivers modeled at 100, 200, 300, 500, and 1,000 feet from the nearest travel lane to capture how noise drops with distance
- Does not include surface streets, on/off ramps, terrain, noise walls, or building shielding.



Study Methodology – Racial Equity Assessment

- Combines technical analyses with demographic data
- Census Tract-level analysis for the entire study area with a special focus on:
 - CalEnviroscreen 4.0 communities (Environmentally Burdened)
 - MTC Equity Priority Communities (EPC)
 - Sensitive locations from Bay Area Air District



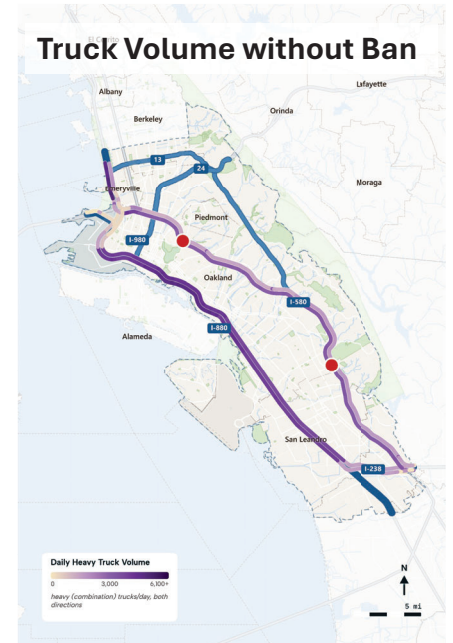
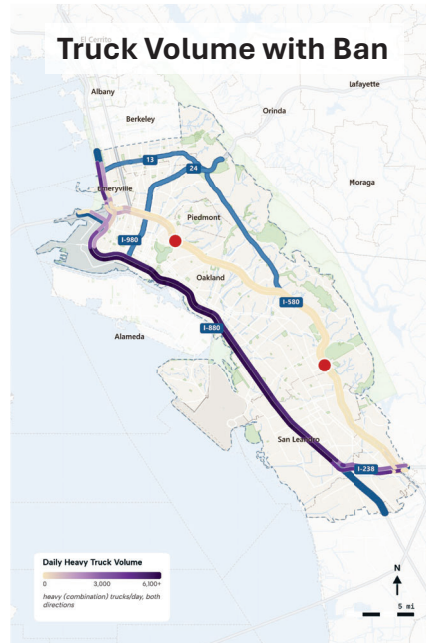
Traffic Analysis Results



Traffic Analysis Findings – 2035 with and without Ban

Effects of removing the ban:

- Shifting 3,800 heavy trucks to I-580 per day
- Reducing heavy truck volumes by 35% on I-880 and 55% on I-238
- Heavy truck volumes high on I-880 because freight-focused land uses
- The trips most likely to shift to I-580 being pass-through trips



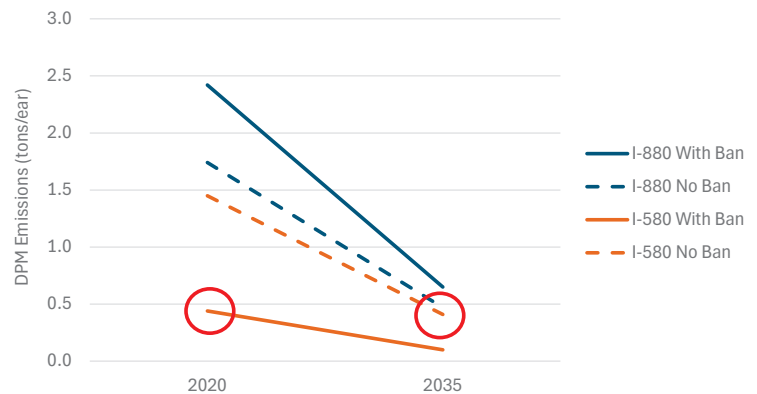
Air Quality Analysis Results



Air Quality Analysis Findings – DPM Emissions

DPM Emissions on I-880 and I-580

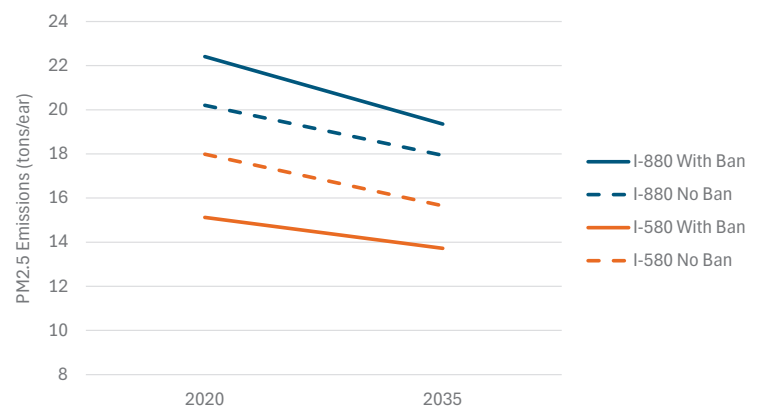
- Removing the ban sharply reduces the disparities between I-880 and I-580
- DPM emissions remain higher on I-880 in the “no ban” cases (+14% in 2035)
- For I-580, removal of the ban would result in 2035 DPM emissions that are similar to current levels (see red circles)



Air Quality Analysis Findings – PM_{2.5} Emissions

PM_{2.5} Emissions on I-880 and I-580

- PM_{2.5} emissions are largely tied to non-exhaust processes like road dust and brake wear and show modest changes over time
- In both “with ban” cases, PM_{2.5} emissions on I-880 are **~40% higher** than on I-580
- “With ban” emissions are **7.3 tons** higher on I-880 in 2020 and **5.6 tons** higher in 2035
- Removing the ban somewhat reduces the disparities between I-880 and I-580, but PM_{2.5} emissions remain higher on the I-880



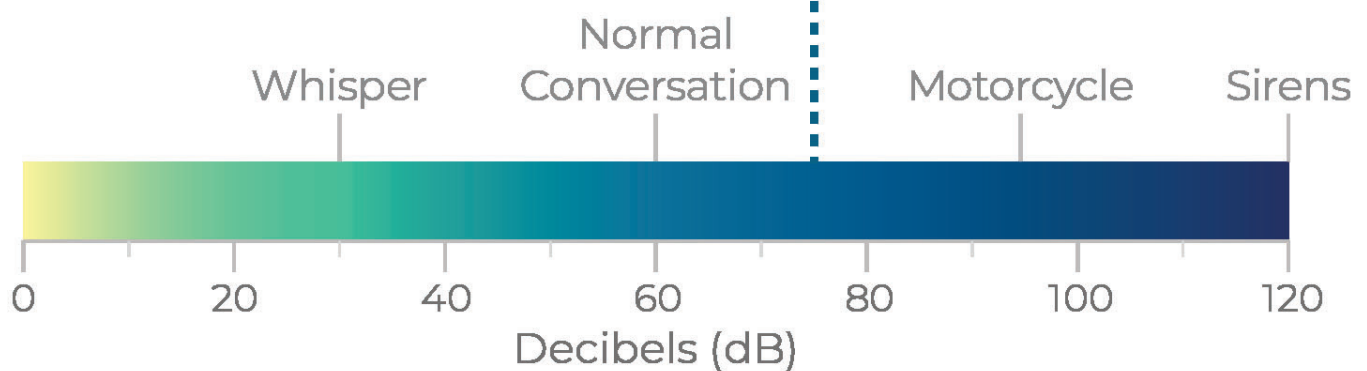
Noise Analysis Results



Noise Analysis Findings – Current Conditions

75-79 decibels of noise

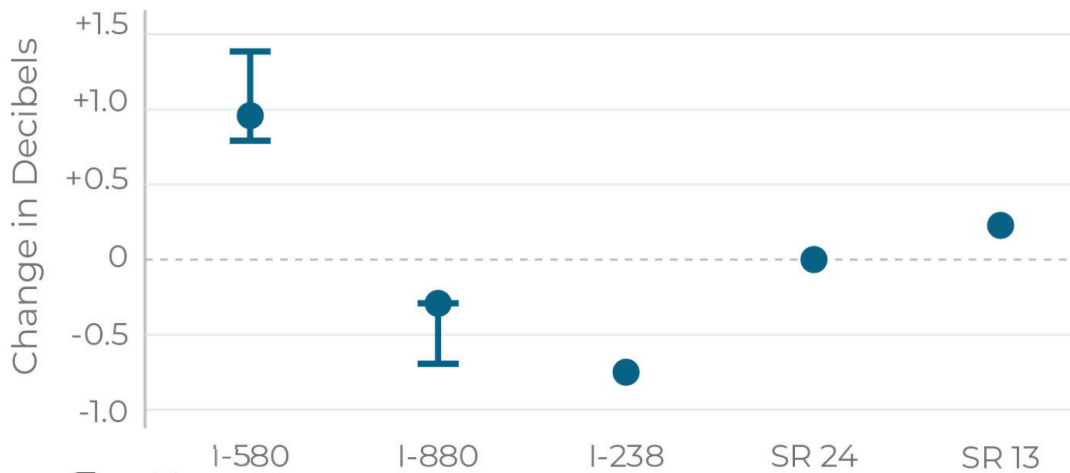
Near study area freeways today



Noise Analysis Findings – without Ban

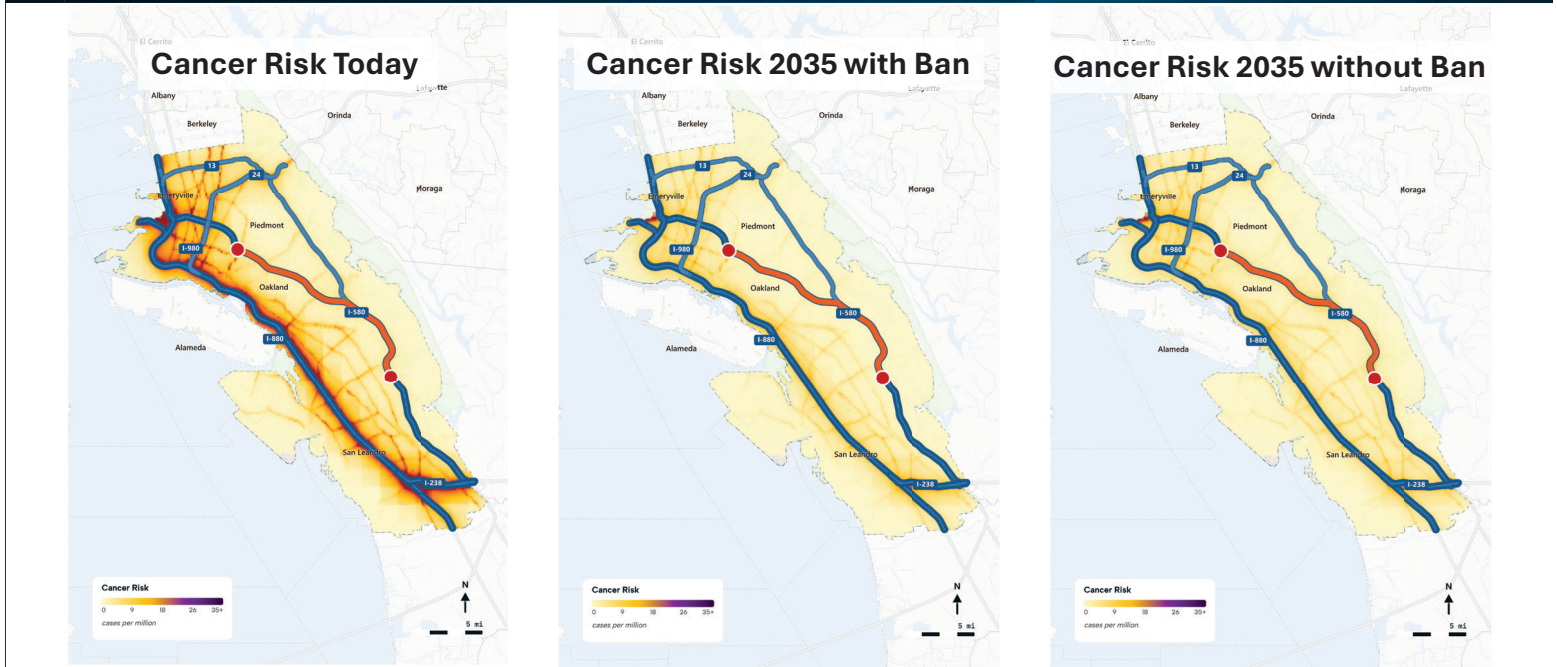
Less than 1.5 decibels
Difference in noise if ban is removed

Max
Median
Min



Racial Equity Assessment

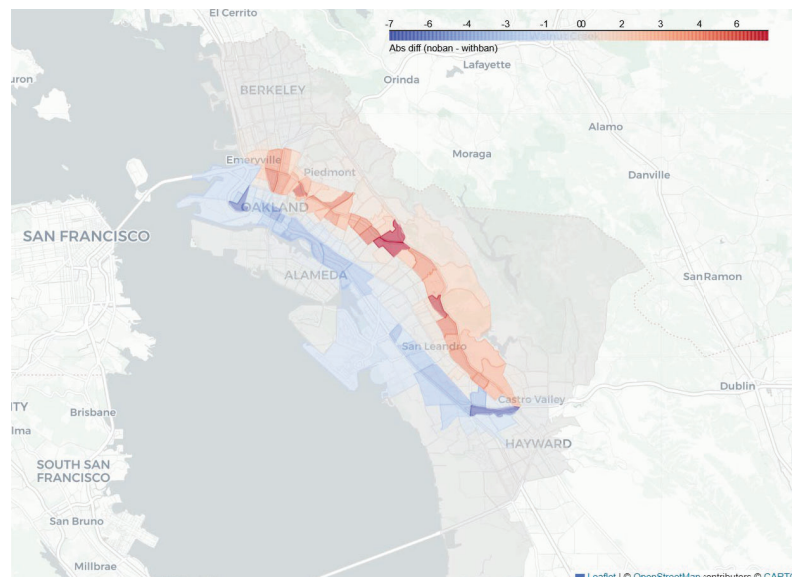
Cancer Risk – Today, 2035 with and without the Ban



Air Quality Modeling – Cancer Risk

Modeled Cancer Risk by Census Tract

- Along I-580, largest increase (+9) is in the area where SR 13 meets I-580 (increases from 2 to 11 per million)
- Along I-880, largest decrease (-6) is near the Port of Oakland (drops from 21 to 15 per million)
- Along I-238, cancer risk decreases from 29 to 20 per million (-9)
- For the “no ban” case, values remain higher along I-880/I-238 than I-580

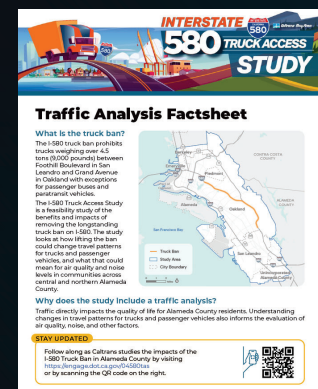


Public Engagement and Next Steps



Previous Public Engagement:

- November 12, 2025: Virtual Community Workshop
- Educational Content:
 - History/Overview of the I-580 Truck Ban
 - Traffic Analysis
 - Noise Analysis
 - Air Quality Analysis
- Listening Sessions:
 - Apr 23rd, Zoom meeting cohosted with Communities for a Better Environment (CBE)
 - Apr 27th, Zoom meeting hosted by ACPHD/Community Navigators
 - May 16th 10-11:30am, St. Jarlath Church (in-person)
 - May 23rd 10-11:30am, St. Jarlath Church (in-person)



Current Public Engagement

Share Your Input



Community Events

- JULY 21** Fruitvale Farmers Market, 4-7 p.m.
- JULY 26** West Oakland Farmers Market, 10 a.m.-2 p.m.
- AUGUST 1** San Leandro/Ashland Farmers Market at Bayfair, 9 a.m.-1 p.m.
- AUGUST 11** South Berkeley Farmers Market, 2-6:30 p.m.

Library Information Sessions

- JULY 14** Oakland Public Library: 81st Avenue Branch, 4-7 p.m.
- JULY 18** San Lorenzo Library, 1-4 p.m.
- JULY 29** Oakland Public Library: Dimond Branch, 4-7 p.m.
- AUGUST 5** Oakland Public Library: West Oakland Branch, 4-7 p.m.

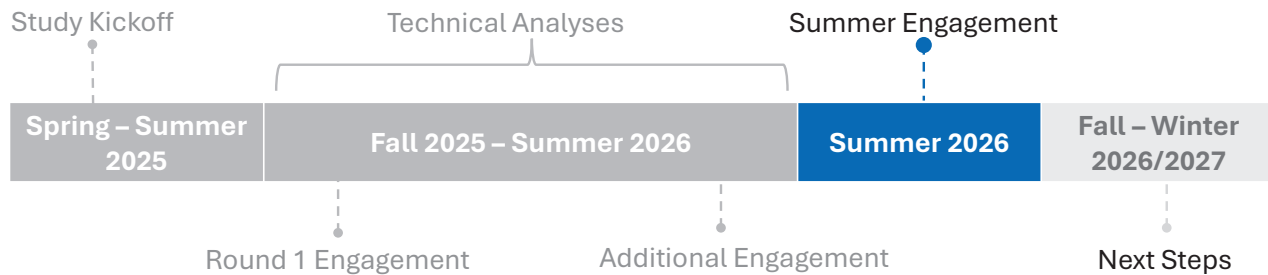
- Presentation of findings from previous engagement: [I-580 Truck Access Study Community Engagement Summary](#)
- Presentation of walk through of the Equity Explorer Tool: [I-580 Truck Access Study Equity Explorer Tool Walkthrough - YouTube](#)
- Racial Equity Assessment Tool: https://apps.fehrandpeers.com/i580_equity_explorer/
- [Survey](#) live on technical analysis findings and strategies to improve conditions along I-880 and other corridors within the study area



Draft Strategies

STRATEGY	DESCRIPTION	EXAMPLE
Cleaner Air	Reduce emissions by encouraging cleaner trucks and moving goods by rail	Expand support for zero-emission truck operations at the Port of Oakland
Less Noise	Reduce noise from trucks	Construct additional sound walls where appropriate
Healthier Communities	Support the health of residents impacted by freight pollution	Expand asthma management and health services near major freight corridors
Smarter Truck Routes	Manage truck routing on local streets	Designate routes that avoid residential areas and sensitive receptors
Better Land Use Planning	Apply land-use policy to reduce exposure to freight	Increase tree planting along local truck corridors and near community facilities
Safer Streets	Improve safety on streets and freeways with heavy truck traffic	Lower speed limits on streets with high truck volumes
Repairing Past Harm	Acknowledge and repair the damage of past infrastructure decisions	Center restorative justice in the freight planning process

Next Steps



Next Steps:

- Wrap up summer engagement
- Summarize findings from the survey
- Develop and share draft study report
- Finalize study late 2026/early 2027



Stay Updated



Caltrans Public
Engagement
Portal



Survey

Study Email:
04580tas@publicinput.com



Memorandum

8.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: July 16, 2026

TO: Alameda County Transportation Commission

FROM: Tony Tavares, Executive Director
Elizabeth (Liz) Lake, Clerk of the Commission

SUBJECT: Public Comment Submissions regarding Agenda Item 8.1: Caltrans District 4 Interstate 580 Truck Access Study Update

Please find the written public comment received for the July 23, 2026 Commission Meeting Agenda Item 8.1: Caltrans District 4 Interstate 580 Truck Access Study Update:

- Tom Kunhardt

From: [Alameda CTC](#)
To: [Public Comment](#)
Subject: PUBLIC COMMENT | "No Big Rigs on I-580"
Date: Tuesday, July 14, 2026 2:47:31 PM

Name

Tom Kunhardt

Email Address

[REDACTED]

Meeting Date

2026-07-23

Please specify which meeting this public comment is for:
Alameda County Transportation Commission

I wish to comment about
No Big Rigs on I-580

My comments

More people live work and attend school and churches along the I-580 and Rte 13 than I-880.
It makes no sense to break the promise made when I-580 was constructed through
neighborhoods.

Please keep Big Rigs off I-580 and Rte 13.



Memorandum

8.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: July 23, 2026

TO: Alameda County Transportation Commission

FROM: Tony Tavares, Executive Director
Elizabeth (Liz) Lake, Clerk of the Commission

SUBJECT: Public Comment Submissions regarding Agenda Item 8.1: Caltrans District 4 Interstate 580 Truck Access Study Update

Please find the written public comments received for the July 23, 2026 Commission Meeting Agenda Item 8.1: Caltrans District 4 Interstate 580 Truck Access Study Update:

- Steve Lukrofka
- Diane Russell
- Diane Shields
- Robert Venning
- Wendy Silvani
- Judy Cain
- Helen Cataldo
- Catherine Luce
- Robert Forrester
- Joelle Crepsac
- Gary Sloane
- Teri Schlesinger

From: [REDACTED]
To: [Alameda CTC Clerk](#)
Subject: Public Comment I-580 Truck Access Study July 23 2026
Date: Tuesday, July 21, 2026 9:01:09 PM

To Whom It May Concern:

I would like to cede my meeting time to Donald Duggan.

I'd also like to submit this comment to the **ACTC on Meeting Agenda Item 8.1: Caltrans District 4 Interstate 580 Truck Access Study:**

I agree with all of the other comments made here today and strongly oppose **removing the Big Rig Ban**. The **Caltrans** study critically overlooks how introducing big rigs will impact local emergency services.

Within just a half-mile of Highway 580 sit seven major medical facilities, including:

- Highland Hospital
- Kaiser Permanente Oakland Medical Center
- Alta Bates Summit Medical Center
- Fairmont Hospital
- Eden Medical Center
- ValleyCare Medical Center
- John George Psychiatric Hospital

Highland Hospital is Alameda County's primary trauma center. When responding to life-or-death emergencies like gunshots, heart attacks, or strokes, every minute counts. Big rig traffic threatens to cause gridlock that will delay ambulances and cost lives.

Thank you for your attention to this vital issue,

- Steve Lukrofka, [REDACTED]

From: [REDACTED]
To: [Alameda CTC Clerk](#)
Subject: Public Comment I-580 Truck Access Study July 23 2026
Date: Tuesday, July 21, 2026 2:59:23 PM

Addressing the equity discussion:

Lifting the ban on I-580, will impact more residents along I-580 than are impacted now on I-880.

The demographic findings show that 77% more people live within 1,000 ft. of the I-580 highway than live within 1,000 ft of the I-880 highway between the MacArthur Maze and I-238.

Twice as many individuals who identify as black live within 1,000 ft of I-580 as live within 1,000 ft. of I-880.

The truck ban needs to remain in place. Mitigations for pollution and noise along I-880 must continue.

Diane Russell

[REDACTED]
Oakland, CA 94605.

From: [REDACTED]
To: [Alameda CTC Clerk](#)
Subject: PUBLIC COMMENT: Alameda County Transportation Commission (Commission) Meeting July 23 at 2:00pm
Date: Wednesday, July 22, 2026 10:13:24 AM

Dear Committee,

I have three sources and points to make in support of continuing the ban on big rigs on Highway 580.

Expanding big rig access to 580 will only increase truck traffic overall in the study area, opening 580 will not achieve a redistribution of the current amount of truck traffic which would lessen impacts on East Oakland, but ultimately only serve to increase trucks on 580 and the traffic on the 880 corridor would eventually rise back to current levels. Many studies have shown that induced demand is the ultimate result of an increased capacity for all kinds of traffic.

1. The long term impacts of this kind of expansion should be clear from prior civil engineering studies and should be seriously considered and understood.

In the July 29, 2025 initial meeting, Rob Rees of Fehr & Peers *actually* said the following:

“We’re not looking at long term time horizon, focused more on the near- to medium-term time horizon, so we may have a more limited understanding of long-term impacts.”

I cannot understand how the primary consultant firm for this assessment is NOT considering the long term horizon for potential impacts.

The statement is outrageous.

2. CalTrans’ “Roadway Capacity and Induced Travel” report by Jamey M. B. Volker of UC Davis, dated April 2025.

Full report here: <https://ww2.arb.ca.gov/sites/default/files/2025-04/Roadway%20Capacity%20and%20Induced%20Travel%20-%202025%20Policy%20Brief.pdf>

SUMMARY (excerpt)

Building additional roadway capacity—via constructing entirely new roadways or extending or adding lanes to existing roadways—is often proposed as a solution to traffic congestion and even as a way to reduce greenhouse gas (GHG) emissions. The logic for the latter is that increasing roadway capacity is assumed to increase average vehicle speeds. Increasing average vehicle speeds can improve fuel efficiency (up to a point), particularly for vehicles with internal combustion engines, and thus reduce per-mile emissions of GHGs (Barth & Boriboonsomsin, 2009). But that logic largely ignores the fact that the amount that people drive tends to increase when driving times decrease, which increases vehicle miles traveled (VMT) and reduces any initial speed increases from the roadway expansion. Empirical research demonstrates that as roadway supply increases i.e., there is more space on the road) the amount of vehicle miles traveled (VMT) on that road and across the region generally does, too. This is the “induced travel” effect (sometimes also called “induced demand”)—a net increase in VMT across the roadway network due to an increase in roadway capacity, which

erodes any initial increases in travel speeds within three to 10 years and causes increased GHG emissions. Thus, increasing roadway capacity will generally not reduce VMT or GHG emissions and is not a recommended strategy.

3. The Rise of Trucks and the Fall of Throughput; Yang Gao and David Levinson

Study of increased capacity in Minneapolis, St. Paul area

<https://doi.org/10.1080/23249935.2025.2477817>

Abstract

This paper collects data from the morning peak period of 564 loop detector stations across the Minneapolis – St. Paul freeway network for all workdays from 1995 to 2019. Saturated stations that meet different saturation levels are identified using fundamental diagrams (FDs) to assess the change in throughput of every link on the network over 25 years. The average network throughput decreases from approximately 1850 vehicles per lane per hour in 1995 to about 1600 vehicles per lane per hour in 2019. The critical density drops from approximately 24 vehicles per lane per kilometer in 1995 to about 19 vehicles per lane per kilometer in 2019. During this period, the number of trucks increased by 153.71% overall, ranging from SUVs (1043.62%) and tractor trailers (128.94%). After conducting Granger-causality tests on motor vehicle types and traffic levels across the freeway network and at permanent classification stations, our findings corroborate the hypothesis that the increase in the share of trucks causes a decrease in throughput.

Increasing truck traffic will decrease flow and travel times on 580, in addition to an increase in pollution and disadvantageous effects on neighborhood streets. Oakland already cannot patch neighborhood streets in a timely manner, and this would worsen if truck traffic were added.

The paper goes on to say:

Unlike short-term factors, the impact of long-term factors on the throughput of the freeway network is often irreversible and challenging to mitigate (Shiomi et al. Citation2019), leading to a sustained decrease in throughput that may require substantial time and resources to alleviate.

Thank you for reading my comments,
Diane Shields

From: [REDACTED]
To: [Alameda CTC Clerk](#)
Subject: Thursday, July 24 meeting RE I-580 Truck Study
Date: Wednesday, July 22, 2026 1:05:39 PM

This is a very important item to many people. Families have established their homes in reliance upon the ban prohibiting big rigs on a significant portion of I-580. Many of them, of various races, trusted in the government's promise when they put their savings into a home whose value is likely to decline if it becomes impacted by noise and other effects of being near a highway used by big rigs. Their children are likely at schools near a highway that they thought would not pose serious health risks, based on the government's promises. By contrast, the areas near 880 have always been impacted and no promises were made to nor relied on by those living nearby.

I also believe the city of Oakland will suffer from loss of tax revenues due to declines in value of homes in the area of the long-standing ban.

To my mind, the whole idea of the study and its purported rationale to protect certain residents near 880 -- likely far fewer in number than those living near the route of the ban -- is suspect. I suspect that the true purpose is to serve the interests of the trucking industry. If the matter were thoroughly examined, I would not be surprised to learn that the trucking industry has been involved in its genesis.

To remove the longstanding ban would be a contemptible breach of trust.

Very sincerely, Robert Venning

From: [REDACTED]
To: [Alameda CTC Clerk](#)
Subject: Public Comment I-580 Truck Access Study Item 8 July 23 2026
Date: Wednesday, July 22, 2026 2:27:28 PM
Attachments: [ACTA July 23 2026 Item 8 Comments.pdf](#)

Hello

Attached please find a letter and attachments for distribution to all Commissioners regarding:

July 23, 2026 Board Meeting
Agenda Item #8 – Caltrans Truck Access Study
Public Comment

Thank you.

Wendy Silvani
Oakland, CA

June 22, 2025

Commissioners
Alameda County Transportation Commission
1111 Broadway
Oakland, CA 94612

RE: Caltrans Truck Access Study for I-580 and I-880

Honorable Commissioners:

The above Study purports to answer the key questions of: 1) how and why trucks travel through the area; 2) which communities are most affected by existing truck traffic; 3) whether existing infrastructure on I-580 precludes truck travel; and 4) how volumes may change should the ban on big rigs be lifted on I-580.

1. How and why trucks travel through the area. The Study completely ignores a few key facts, including:

- A. I-880 was specifically planned and built as a freight corridor in the 1950's.
- B. I-580 was planned in the same decade, within this framework, incorporating a 1951 City ban on trucks on MacArthur Blvd.
- C. Repeated studies (all at the request of California Trucking Association) have found no compelling reason(s) to change it. These occurred in the Sixties, Seventies and Nineties.

2. Which communities are most affected by truck traffic? The Study neglects to mention pollution at industrial sources and on local streets not only far exceed impacts from HD trucks on I-880, **but will not change by lifting the truck ban**. It inaccurately oversimplifies conditions in East and West Oakland, where exposure to health risks and differentials in outcomes result from a complex array of environmental exposures and toxins. Indoor air quality, income, health insurance, and the degree to which older homes are 'weatherized' and provide adequate ventilation are significant factors.

The Caltrans Study also ignores that over 50% of the population along the I-580 corridor are Equity Priority Communities with similar demographic characteristics as those along I-880. Looking at the Study's maps, air quality is roughly equivalent within the Study Area, with pockets in both corridors experiencing problematic conditions.

3. Whether existing infrastructure precludes truck travel. The Study asserts that because I-580 is currently used by a few dozen buses and overpass clearances are adequate, this freeway is safe for big rigs. A motor coach at full capacity weighs up to 54

tons which is substantially less than an 80-ton big rig. While true that scores of these private shuttles and public transit vehicles use I-580, they are not at 'full capacity' nor can you extrapolate roadway impacts of these to over 4,000 big rigs daily with weights nearly double that of buses.

Noting that truck drivers will need to be 'more careful' when navigating tight turns flies in the face of the primary cause of fatal highway crashes: **48% are due to driver error**. It also ignores the 30% increase in deaths from large truck crashes between 2014 and 2024, which according to FMCSA and NHTSA, *'is disproportionate and reflects a dramatic increase in freight volume and the proliferation of large delivery vehicles on roads not designed for their size.'*

4. How volumes and travel patterns might change if the ban is lifted.

The estimate of 3,800 trucks per day using I-580 is low, and the assertion that they will only have 'negligible' impacts on traffic flow on I-580 is fantastical thinking. Per other Bay Area studies, current average daily truck traffic on I-880 is 11,000 to 16,000. The number of three-axle trucks and multi trailer trucks on I-880 has grown exponentially in the past decade (doubled for three-axes; increased by 20+% for multi-trailers).

Too, the TAS's projection of nominal growth by 2035 directly conflicts data from BTS (Bureau of Transportation Statistics), American Trucking Association and logistics companies as well the Port of Oakland itself. Specifically:

- A. The Port's current freight tonnage is 15-20% lower now than in 2016, but the number of heavy duty trucks serving the Port has increased by 5-10% in that same time period.
- B. BAAD and CARB both estimate over 40% of current trucks could use an alternative to I-880. Algorhythms will automatically route truckers along routes that are the fastest.
- C. The trucking industry is projecting a 31% increase in its share of total goods movements by 2045.
- D. The number of trucks increased 38.3% between 2010 and 2022. The volume of trucks on roads is expanding at a 3.5 to 4.5% compounded annual growth rate with the most growth in medium duty box trucks and delivery vans.
- E. According to ACTC's own data, I-580 at the Maze is used by over 250,000 vehicles daily; the I-580/SR13 Junction has a count of 200,000 and the I-238/I-580 exchange totals 152,000 vehicles per day. This stretch is already considered heavily congested and travel times are unreliable. The soon-to-be-implemented carpool lane from Piedmont Avenue to the Maze will exacerbate congestion as well as difficult mergers between 980, 24 and 80.

5. The impact of noise on I-580.

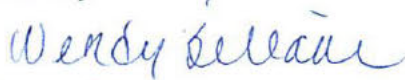
Maps showing noise levels indicate the I-580 corridor already has extremely high noise levels. Please don't forget that the primary strategy to limit noise when I-580 was constructed was the truck ban. Despite this, Caltrans was forced to add soundwalls to portions of I-580 within a decade of its opening. Many of those walls are compromised today; only 8.7 miles of the 17.4 potential miles have sound walls; more cannot be built

due to engineering, right-of-way and topographical constraints, complex interchanges, overpasses and bridge structures.

In closing, I urge you to adopt a new paradigm. Instead of 'spreading' or 'sharing' the negative impacts of freight movement, a shift to strategies that **facilitate positive impacts and outcomes**. There is much you can do: investments in pavements that minimize road dust; technology that controls speed and traffic flows for optimal community value; regulation of when and how trucks are allowed and adequate parking and support facilities that enable this and other proven TDM measures that eliminate, shift, and minimize local impacts.

Attached are several information sheets I've compiled with further data for your consideration.

Thank you.



Wendy Silvani

[Redacted]

Oakland, CA [Redacted]

TRUCK ACCIDENTS & FATALITIES

- **30% increase in deaths** from large truck crashes between 2014 and 2024*
- **70% of deaths** from large truck accidents **are occupants of other vehicles; 17% are truck drivers** (often single vehicle accidents such as rollovers or brake failures); and **13% are pedestrians, cyclists** or others, primarily in urban settings.
- **76%** of truck crashes happen on **weekdays, between 6am and 6pm**
- **California** is second in the nation in the number of fatal truck crashes

**According to FMCSA and NHTSA, the disproportionate growth in fatal truck crashes reflects a dramatic increase in freight volume and the proliferation of large delivery vehicles on roads not designed for their size.*

CAUSES OF FATAL TRUCK CRASHES

- **48% are driver errors** (speeding, driver fatigue, distracted driving, unsafe lane changes)
- **35% are vehicular failure** (brakes, tires, etc.)
- **4%** are due to **improper loading** of cargo
- Inadequate driver training is a contributing factor in many crashes

SOURCES:

FMCSA
NHTSA

MORE LANES = MORE TRUCKS

While Port freight volume (tonnage) has actually declined over the last decade, the number of trucks serving the Port has increased. The Port's 2030 Strategic Plan is to 'stabilize' operations based on current volumes.

THE PORT

- Freight tonnage is **15-20% lower** now than in 2016
- The number of **heavy-duty trucks** serving the Port has **increased by 5 to 10%**

HIGHWAY 880's BUSIEST SEGMENTS THEN AND NOW

	2016	Current
Average Daily Truck Traffic	8,000 to 15,000	11,000 to 16,000
3 Axles (Box/Delivery/Local)	1,100 to 1,500	2,400 to 3,100
Multi trailers & Other	2,500	3,200
Big Rigs	7,500 to 9,800	6,100 to 7,400

MORE LANES BENEFITS THE PORT AND TRUCKING INDUSTRIES

- Carriers that currently move goods at night will shift to daytime hours
- More road capacity disadvantages cleaner rail economically
- Long-haul trucks will divert to capitalize on newly freed capacities on 580 and 880
- Improved highway access directly benefits Port throughput with faster pipelines to move containers, handle higher volumes, generating **more total truck trips into the region.**
- The trucking industry structurally adapts to increased highway capacity and businesses optimize with smaller, more frequent deliveries, which rapidly fills new lanes
- The fundamentals of road congestion law and economics: industry scales operations to **absorb new capacity**
- Between 43 and 48% of current truck volume is not Port or East Oakland-hub related. Algorhythms would divert most of these trucks to I-580 (4,000+ trucks/day), per BAAQMD, CARB and CalDOT.

SOURCES:

Caltrans Integrated Corridor Management for the SF Bay Area

For Your Information

PARTICULATE MATTER SOURCES IN WEST OAKLAND

Heavy Duty and Medium Duty Trucks are not leading generators of PM_{2.5} on Highway 880 or on local streets.

Tons Per Year 2024 Emissions

SOURCE of PM _{2.5}	Highway	Streets	Port Operations	Permitted	Rail
HD/Medium HD Trucks	0.90	0.75	0.69		
Light HD Trucks	0.42	0.35			
Road Dust	5.52	15.80	2.70		
Non-Truck Vehicles	12.85	5.02			
Total Emissions			18.36	14.80	1.51

- A PM concentration of 0.9 is not considered hazardous.
- The EPA considers daily averages of up to 9 micrograms per cubic meter to pose little to no risk. The World Health Organization's stricter metric 5 micrograms/cm.
- Allowing big rigs on I-580 will do nothing to improve air quality in West Oakland.

SOURCES

2025 West Oakland Environmental Indicators Project Report
US EPA
World Health Organization

For your information

A QUICK HISTORY OF I-880 AND I-580

I-880		I-580
Planning for The Nimitz (now I-880) finalized. <i>Its primary purpose was moving goods and connecting expanding heavy industrial zones.</i> Routes were reviewed by the DOD. It is specifically engineered to bypass downtowns between Oakland and San Jose and connect Bay Area Ports with inland supply networks.	1940's	CA submitted the MacArthur Freeway as part of its initial proposed Interstate system in 1945; it was approved in 1947.
Construction of the Nimitz. Opened in 1958. It was designed as a high-capacity, HD industrial and maritime freight corridor.	1950's	City of Oakland banned trucks from MacArthur Blvd (old Highway 50) due to noise and traffic in 1951. Route planning and redevelopment took place based on City mandated truck ban as the primary strategy to limit noise between 1955 and 1957.
	1960's	Construction began on I-580 in 1960. Segments from Oakland-to-Castro Valley opened from 1964-1966 . CTA requested the ban lifted in 1960, 1963, and annually from 1968-1972.
	1970's	CTA requested the ban be lifted in 1972. Caltrans study reported no good reason to lift it or to continue to re-evaluate. I-580 as a Scenic Highway is a cornerstone of Oakland's Comprehensive Plan in 1974 with the truck ban as a prominent feature.
	1980's	Neighborhoods requested sound walls due to noise over legal limits at 67+ decibels. Laurel, Maxwell Park and High St were prioritized. Most areas can not be retrofitted with sound walls due to engineering and/or topographical constraints and lack of right-of-way and setback clearances. Of 17.4 potential miles of sound walls, only 6.5-7 miles have them. Over half of these are structurally compromised.

After the Loma Prieta Earthquake, I-880 was redesigned. Among enhancements: Re-route to run along the edges of industrial zones and avoid residential West Oakland Wider turning radii Foundation support to prevent sinking under the continuous, crushing weight of freight vehicles Bridge columns and overpasses built with massive ductility for maximum strength Straight and flat routing; minimal curves and grades (0-1% grade max) Thicker pavement and deep subbases Longer on and off ramps	1990's	CTA requested the ban be lifted. Cities asked State legislature to make ban permanent in CVC in 1999. High St offramp the scene of multiple out of control crashes routinely through sound walls and into backyards
The highest safety standards and maximum mitigations (i.e., height of sound walls, pavements, etc.) have applied to retrofits since then, because of the importance of this freight corridor.	2000's	The truck ban became permanently encoded in the CVC in 2002. The continuous 4% grade (maximum allowed) from Grand Ave to Keller Ave requires continuous downshifting and braking, which produces more noise and pollution (as well as higher safety risks). Preserving the truck ban has been one of the key and most effective strategies to protect communities from worsening noise pollution. Ramp metering lights, pavement upgrades to reduce vibration and shaking on some on/off ramps and replacing sound walls are among improvements made in the last 20 years.

Sources: FHA, CaDOT, AA Roads, Interstate Guide, Grokpedia

For Your Information

PORTS & INDUSTRY DISPROPORTIONATELY IMPACT LOCAL COMMUNITIES

The disproportionate health and pollution impacts of Port, Airport and other heavy industry is shared by other cities with such facilities. Census tracts adjacent to the Port of Long Beach, for example, rank in the 80th to 99th percentile for cumulative pollution exposure.

Effective mitigations don't spread problems. They rely on fundamental Transportation Demand Management principles and strategies and assume **no new capacity** added to existing transportation systems.

TDM Principals that minimize negative community impacts include:

1. **Eliminate miles traveled.** The cleanest mile is the mile never driven.
Ex: The proposed Transloading facility at the Port ***eliminates 1,280 daily truck trips*** on both highways and local streets
2. **Shift.** Change timing of trips.
Ex: Staggered appointments; overnight and off-peak pick-ups
3. **Reduce.** Use other modes to reduce truck trips.
Ex: Switch to clean rail
4. **Re-route.** Clean vehicles and older trucks use different routes.
Ex: Clean vehicles allowed on streets closest to public facilities. Off-site 'wait' areas with amenities for truckers to stay until their appointed time
5. **Technology & Asset optimization.**
Ex: Real time management of appointments to minimize idling, dwell time. Nearby 'hold' areas for trucks. Signal priority to maintain steady speed through community and regulate freeway access. Optimization is not limited to the shortest geographic path.
6. **Pricing.** Industry bears the cost of mitigation.

ASTHMA

Exposure vs Outcomes. Like most communities adjacent to Port and industrial centers, residents of East and West Oakland suffer far higher rates of asthma and other respiratory conditions than other parts of the City, County and State. Improved outcomes, however, are possible.

Health Insurance

Economic barriers often prevent uninsured people from filling prescriptions, which leads to higher rates of repeated ER visits and costly hospitalizations. Delays in seeking treatment leads to more severe and complex health conditions. Health insurance and income are key to better outcomes for people living in poverty.

Household Income

Asthma rates and associated ER visits begin to decline significantly when household income reaches \$50 to \$61K. Households with \$20K or less in income have the highest ER usage and 45% of adults in this cohort have at least 1 asthma attack each year.

Indoor Air Quality

Residential indoor air is usually 2 to 5 times more polluted than outdoor air. In some cases, it's up to 100% worse than outdoor air quality.

This is critical because people spend up to 90% of their time inside. Particularly at-risk populations include children and seniors who may spend even more time indoors, where the air is continuous and concentrated. Unlike outdoor air, it doesn't dissipate.

Indoor PM2.5 pollution comes from paint, furniture, cleaning products, stoves, smoking, incense, and other common sources.

Immediate Improvements

Air quality monitors and air filtration can make a huge difference. Monitors allow people to see when air quality is poor and filtration devices empower them to clean the air immediately, thereby limiting exposure.

Communities for a Better Environment distributed monitors and air filters to 60+ households in 2025. The results? Fewer visits to the ER for chronic respiratory conditions. Empowering people. Ports typically invest in these devices for nearby schools, senior facilities, day care centers and other places where people spend prolonged amounts of time.

SOURCES

Asthma & Allergy Foundation
American Lung Association
UCLS Center for Policy Research
Communities for a Better Environment

From: [REDACTED]
To: [Alameda CTC Clerk](#)
Subject: Public Comment: 7/23/2026 CalTrans Truck Access Study
Date: Wednesday, July 22, 2026 4:49:10 PM

On 6/25/2025 I attended a CBE sponsored learning session at YouthUprising in East Oakland.

While there, I spoke with a researcher from UC Berkeley regarding the air quality studies underway in the AB 617 CBE neighborhood. She was part of the air quality presentation booth and was familiar with the completed air studies in WOEIP....West Oakland Environmental Indicators Project

She confirmed what I'd suspected but now is widely known. Homes in WOEIP were fitted with indoor air monitors and outdoor air monitors. According to this researcher, the data revealed that outdoor air is healthier than indoor in many cases. She explained why and what actions can be taken.

In conversation with members of the WOEIP steering committee, knowledge of the air quality finding was confirmed. If both Oakland AB617 communities know this information, why is the TAS Project Team.....CalTrans, Fehr&Peers, Circlepoint and the 19 member TAC....not sharing this data with the public??

BAAD, F&P, and Caltrans must know about these air quality findings yet they continue to posit that allowing big rigs on 580 is a reasonable way to address poor air quality for those near 880. The researcher actually said air quality indoors is better in the summer when people open their windows to let the fresh air in!

Caltrans should be more than embarrassed by the way their "experts" have managed this study. It appears they have engaged in messaging that seeks to misinform the public. It's egregious and lacks the minimum standard of conduct befitting a member of an agency meant to serve the commonweal. Judy Cain, Oakland

Judy Cain
[REDACTED]

From: [REDACTED]
To: [Alameda CTC Clerk](#)
Subject: No big rigs on 580
Date: Wednesday, July 22, 2026 7:51:03 PM

Please consider this my vote against big rigs on I 580 freeway.

It was built with the understanding that there would be no big rigs allowed on this freeway. Big rigs would cause pollution and congestion affecting the many neighborhoods bordering the freeway.

Thank you.

Helen Cataldo
Bay o Vista Resident.

Sent from my iPhone

From: [REDACTED]
To: [Alameda CTC Clerk](#)
Subject: FOR Coltrane meeting on 580 bank in trucks
Date: Wednesday, July 22, 2026 8:46:43 PM

I lived in San Leandro for 70 years. One reason I stay with the high cost of living is the easy safer alternative with 580 and no big trucks.

580 was built with the understanding that heavy trucks would not be permitted we have relied on that commitment for decades.

I am a registered nurse and have worked at hospitals in the Bay Area for over 50 years I understand that safety of hospitals that are not near exhaust fumes from freeways. 580 has several hospitals and schools and nursing homes very close to the freeway. Having big rigs on this besides being unsafe would jeopardize their health.

I have heard that the Port of Oakland now has charging capabilities for electric trucks. I think a wiser move would be to require that trucks coming into the Port of Oakland convert to electric trucks in the next 2 years.

Please be mindful of all of our neighbors. I am aware 880 is not a healthy air environment but I know very few people that live along 880 because of this.

Thank you

Catherine Luce RN
[REDACTED]

If we find ourselves with a desire that nothing in this world can satisfy, the most probable explanation is that we were made for another world. CS Lewis on heaven

From: [Robert Forrester](#)
To: [Alameda CTC Clerk](#)
Subject: Bigwigs on 580
Date: Wednesday, July 22, 2026 9:10:53 PM

Sent from my iPhoneDo not allow trucks on 580. This was agreed when 580 was built, no big rigs allowed! Live up to your promise, this would cause pollution and property value's to drop! Leave the trucks where they are!

From: [Alameda CTC](#)
To: [Public Comment](#)
Subject: PUBLIC COMMENT | "(Part 1) STOP The Unethical I-580 Truck Access Study and Permanently STOP ANY consideration of lifting the I580 Truck Ban"
Date: Thursday, July 23, 2026 12:31:46 AM

Name
Joelle Crepsac

Email Address


Meeting Date
2026-07-23

Please specify which meeting this public comment is for:
Alameda County Transportation Commission Meeting

I wish to comment about
(Part 1) STOP The Unethical I-580 Truck Access Study and Permanently STOP ANY consideration of lifting the I580 Truck Ban

My comments

Please retain all parts of my comment in full in the permanent public record. Transmit them to any person or agency considering future legislation on the I-580 truck restriction.

My name is Joelle Crepsac. I am a homeowner and taxpayer in Eastmont, Oakland, District 6, between I-880 and I-580. I have lived and invested here for decades. I demand that Alameda CTC withdraw the I-580 Truck Access Study, require Caltrans to stop it, and retain the truck ban. The study is harmful even if the ban is not lifted now: its findings and engagement record can be cited later to support removal.

This is not a neutral equity study. Caltrans is exploiting Oakland's history of racism to pit communities against each other—protecting residents near I-880 while portraying residents near I-580 as wealthy and expendable. Black, brown, immigrant, working-class, senior, disabled, renter, and fixed-income communities live along I-580 and between both freeways. Moving trucks from one burdened corridor into another is not equity.

Eastmont and District 6 are not meaningfully included. A broad, unreadable map is not impact analysis. Caltrans has not held meetings in affected communities or shown street-level impacts on damaged roads connecting I-880 and I-580, where homes, schools, children, pedestrians, and congestion exist.

The engagement record is misleading. Residents expressing the same opposition must not be erased as "duplicates." Publish participant positions and locations, survey coding, consultant contracts, CBO funding, and communications with trucking interests.

Caltrans excludes emergency access, property values, vibration, road damage, wildlife, and fire risks while limiting analysis to ban/no-ban instead of diesel reduction, electrification, rail, enforcement, and source-control alternatives.

Retain the ban. Do not use this study now or later.

My full comments have been emailed to: contact@alamedactc.org. Please include all of my comments as part of the public record.

From: [Alameda CTC Clerk](#)
To: [REDACTED]
Cc: [Alameda CTC Clerk](#)
Subject: RE: PUBLIC COMMENT | "(Part 1) STOP The Unethical I-580 Truck Access Study and Permanently STOP ANY consideration of lifting the I580 Truck Ban"
Date: Thursday, July 23, 2026 10:09:40 AM
Attachments: [image001.png](#)

Good morning,

I've reached out to our Communications team who monitors contact@alamedactc.org and our Communications team was not able to locate the additional correspondence you referenced.

Please send any additional comments to publiccomment@alamedactc.org and copy clerk@alamedactc.org to ensure that they are received.

As noted in the agenda, comments submitted after [5:00 p.m. the day before the scheduled meeting] will be distributed to Commissioners or Committee members and posted as soon as possible.

Thank you,
[Liz Lake, CPMC](#)
[Clerk of the Commission](#)
[Alameda County Transportation Commission](#)
[1111 Broadway, Suite 800, Oakland, CA 94607](#)

From: [REDACTED]
To: [Alameda CTC Clerk](#)
Cc: [REDACTED]
Subject: Big Rigs on I-580
Date: Thursday, July 23, 2026 10:07:53 AM

Members of the ACTC Commission:

There are many specious arguments in favor of allowing big rigs on I-580 in San Leandro, most of which seem to be motivated either by large trucking firms or misguided justice warriors seeking to "spread the pain" caused by large, especially diesel trucks.

They are irrelevant, in my opinion.

There are also arguments against, such as reduced air quality, increased noise, demographic impact, and potentially dangerous driving conditions. These are valid but secondary.

The most important consideration -- and the reason for the original ban on heavy trucks on this stretch of I-580 -- is that **the roadbed was never intended to support the weight of sustained heavy trucking.**

One might also speculate about increased danger in the event of a major earthquake on the Hayward fault, which crosses I-580. (There was a minor [2.7] quake yesterday morning between 106th Avenue and Dutton Avenue.)

As a taxpayer, it's hard for me to see why further study is necessary.

Qui bono? Only the consulting firms and trucking companies. I urge the commission to save the money for more important, less frivolous projects.

Gary Sloane

[REDACTED]
San Leandro

From: [REDACTED]
To: [Alameda CTC Clerk](#)
Subject: Do NOT allow Big rigs on I-580
Date: Thursday, July 23, 2026 10:11:03 AM

Do NOT allow Big rigs on I-580

- Allowing Big rigs on I-580 would:
 - **Detrimentially impact the health of residents** through increased diesel emissions and air pollution.
 - **Place children at greater risk** by increasing pollution around the numerous schools located along the I-580 corridor.
 - **Negatively affect churches, temples, and other community institutions** located adjacent to I-580.
 - **Increase air pollution, noise, and other environmental impacts** throughout the corridor.
 - **Destroy the quality of life** for Bay-O-Vista and the many residential communities along I-580 from the I-238 interchange into Oakland.
 - **Further congest an already heavily traveled freeway**, increasing delays and reducing reliability for commuters.
 - **I-580 passes through densely populated, racially and economically diverse residential neighborhoods**, making the impacts disproportionately felt by thousands of families.
 - **I-580 was built with the understanding that heavy trucks would not be permitted**, and residents have relied on that commitment for decades.
 - **I-880 already serves as the designated truck corridor**, providing direct access to the Port of Oakland and the industrial areas of San Leandro and Oakland.
 - **I-880 has significantly fewer residential neighborhoods, schools, churches, and temples adjacent to the freeway**, making it the more appropriate route for heavy truck traffic

Thank you

Teri Schlesinger
San Leandro



Memorandum

8.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: July 23, 2026

TO: Alameda County Transportation Commission

FROM: Tony Tavares, Executive Director
Elizabeth (Liz) Lake, Clerk of the Commission

SUBJECT: Public Comment Submissions regarding Agenda Item 8.1: Caltrans District 4 Interstate 580 Truck Access Study Update

Please find the written public comments received for the July 23, 2026 Commission Meeting Agenda Item 8.1: Caltrans District 4 Interstate 580 Truck Access Study Update:

- Lynn Vahey
- Kasheica McKinney (2)
- Susan Ma
- Melissa rae Canio

From: [REDACTED]
To: [Alameda CTC Clerk](#)
Subject: ACTC Commission meeting regarding bid rigs on I-580
Date: Thursday, July 23, 2026 1:16:43 PM

To the ACTC Commission:

I urge you to not support allowing big rig trucks to travel on the section of I-580 between Oakland and San Leandro that currently prohibits these trucks on this stretch of roadway.

This section of freeway is not an industrial/commercial corridor built for the purpose of big rig transportation but rather has a dense housing population alongside the roadway as well as multiple schools, hospitals, religious institutions and other service provider businesses.

Allowing trucks will accelerate the degradation of the roadway, will increase the volume of traffic on the roadway and will lead to a greater potential for vehicle accidents as cars and trucks contend with each other. Noise levels and air pollution will increase for the thousands of people living 24/7 along the roadway.

This stretch of roadway has been regulated to not allow trucks over a certain weight limit to travel. Please do not let us down by changing these regulations that will not bring benefit to the residents and cars and trucks under the weight limit that utilize this stretch of roadway.

Thank you.

Lynn Vahey

[REDACTED]
[REDACTED]
[REDACTED]
San Leandro, CA [REDACTED]
Sent from my iPad

From: [REDACTED]
To: [Alameda CTC Clerk](#)
Subject: Public Comment on Interstate 580 Traffic Access Study
Date: Thursday, July 23, 2026 2:02:31 PM

I'm a resident that lives directly off the 580 and am asking that the ban on semi trucks and tractor trailers remain in place.

The 880 corridor is commercial and industrial, 580 is completely residential.

Removing the ban wouldn't just allow these huge semi trucks to drive on the 580 Freeway, it will allow them full access to the neighborhood streets should they want to take a shortcut.

Let's not forget about the fire danger! I was caught in the neighborhood during the last big fire along the 580 and we couldn't get out for hours, as the fire threatened everyone's safety. We never got out of the fire area and ended up turning around and heading back to the fire area after sitting in traffic for over 2 hours with our 87 year old neighbor that lives alone. Imagine adding huge semi trucks to this equation! It puts everyone's safety in jeopardy.

I implore you to consider the traffic safety risks and other risks that lifting this ban would bring.

Kasheica McKinney

From: [Alameda CTC](#)
To: [Public Comment](#)
Subject: PUBLIC COMMENT | "Interstate 580 Traffic Access Study"
Date: Thursday, July 23, 2026 2:41:02 PM

Name

Kasheica McKinney

Email Address

[REDACTED]

Meeting Date

2026-07-23

Please specify which meeting this public comment is for:
Alameda County Transportation Commission

I wish to comment about

Interstate 580 Traffic Access Study

My comments

I'm a resident that lives immediately off the 580 and am asking that the ban on semi-trucks and tractor trailers remain in place.

Interstate 880 corridor is a commercial and industrial corridor, the 580 is completely residential.

Removing the ban would not just allow these huge trucks to drive on the 580 freeway, it will also allow them full access to all the narrow neighborhood streets, should they feel the need to shave time off their travel time or take a shortcut to reach their destination on time.

And let's please not overlook or underestimate the fire danger!! I was caught in the neighborhood during the most recent big fire along the 580 last year, trying for hours to get out of the neighborhood as the fire threatened everyone's safety. We never got out of the fire area and ended up turning around and heading back to the fire area after sitting in traffic for for over 2 hours with our 87 year old neighbor that lives alone. Imagine adding huge semi trucks to this equation! It puts everyone's safety in jeopardy.

I implore you to consider the traffic and safety risks and other risks that lifting this ban would bring to tens of thousands of residents, including elders and children.

From: [Susan Ma](#)
To: [Alameda CTC Clerk](#)
Subject: Interstate 580 Traffic Access Study
Date: Thursday, July 23, 2026 2:22:11 PM

Hello,

I have a number of questions and concerns regarding the removal of the truck ban on 580.

How will removing the truck ban impact future development? Will the increase in particulate matter in the air create more difficult conditions for development? At the very least it seems as if any large project that did traffic studies will have stale information because they didn't account for all the new truck traffic. What are those impacts?

Are there extra funds to mitigate air and health impacts? I believe there are a number of organizations that work tirelessly to improve health conditions of their neighborhoods. Taking some truck traffic off the road and moving it will not diminish their work, if anything, it will widen their geographic range and increase the need because it will increase the number of impacted households.

Pollution doesn't stay still. Are there maps or graphics that show how air quality will change? I'm not sure having the pollution blanket more of Oakland is more equitable.

Fire risk. My neighborhood was impacted by the fire a few years back. We were told that there was a spark on 580 that drifted across the street and set our block and hill on fire. The idea the large trucks would be routinely driving by the dry brush on 580 concerns me greatly.

What does Oakland gain from removing the ban? It seems that this will just spread the degradation the roads, air quality, and safety of more neighborhoods. I rather more solutions and resources be dedicated to improving the conditions of communities near 880 than making it unbearable for a greater swath of the city.

Regards,

D6 resident

From: [Melissa rae Canio](#)
To: [Alameda CTC Clerk](#)
Subject: Trucks on Hwy 580.... No!
Date: Thursday, July 23, 2026 2:29:53 PM

As a resident who lives directly off I-580, I am writing to express my serious concern about any proposal to lift the longstanding ban on semi-trucks and tractor-trailers along this corridor. I strongly urge that the truck ban remain in place.

The I-880 corridor runs largely through commercial and industrial areas, while I-580 passes directly through residential communities. Lifting the ban would not only introduce significantly more heavy truck traffic onto I-580, but could also increase the likelihood of large commercial trucks using neighborhood streets as alternate routes or shortcuts. This raises serious concerns about traffic congestion, pedestrian safety, noise, air quality, and the overall safety of our neighborhoods.

I am especially concerned about wildfire emergencies and evacuation. During the last major fire along I-580, I was caught in the neighborhood attempting to evacuate. Traffic was so gridlocked that we sat for more than two hours and were ultimately unable to get out of the fire area. We had no choice but to turn around and head back toward the area threatened by the fire.

That experience was frightening, and it raises a very serious question: What happens during the next major wildfire or emergency if our evacuation routes are also filled with semi-trucks and tractor-trailers? These large vehicles take up considerably more roadway space and could further complicate already congested evacuation routes when every minute matters.

This is not simply a matter of convenience or traffic preference—it is a matter of public safety and the quality of life of the residents who live along the I-580 corridor.

I strongly urge you to consider the full consequences of lifting this ban, including traffic and pedestrian safety, neighborhood impacts, emergency access, and our ability to evacuate safely during wildfires and other disasters.

Please keep the I-580 truck ban in place.