



Land Use Services Department

AB 98: Updating Truck Routes in Bloomington

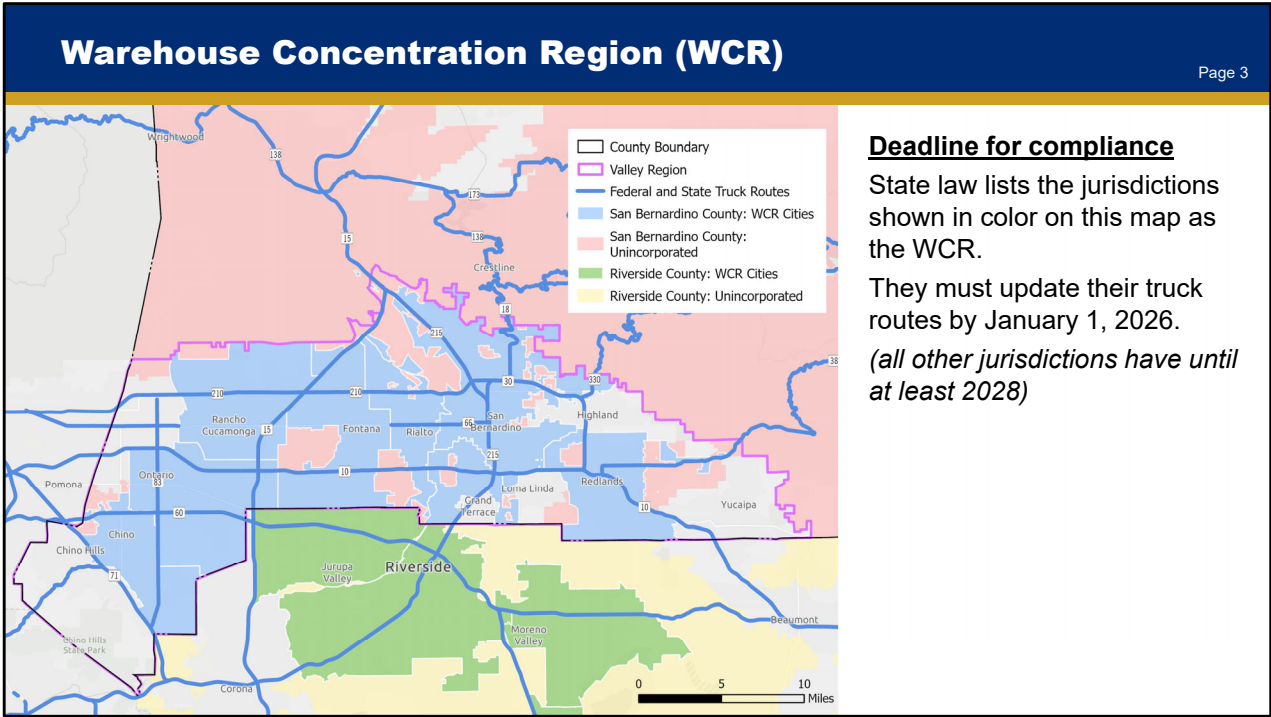
Lauren Miracle, Planner
Land Use Services Department
October 1, 2025

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PlaceWorks

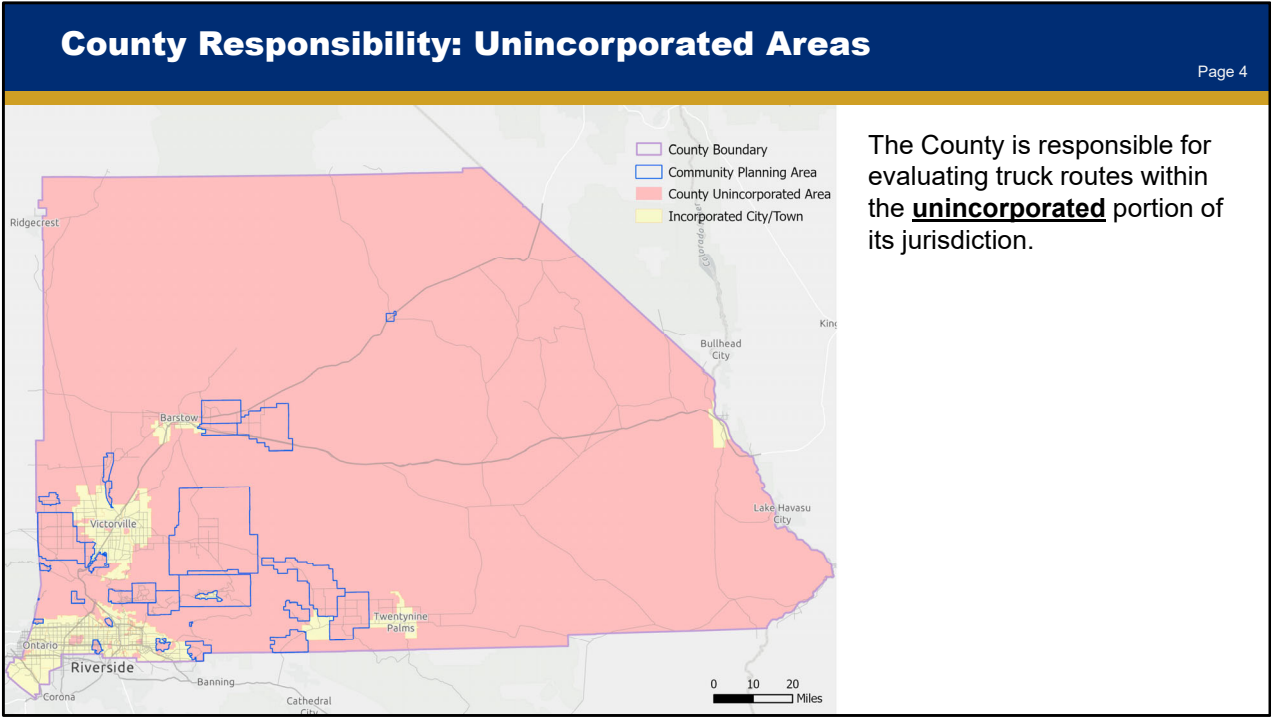


Project Description	
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<p>State law (Assembly Bill 98)</p> <ul style="list-style-type: none">- Passed in late 2024 <p>Legislative objectives</p> <ul style="list-style-type: none">- Complete truck route system including local roads across all California jurisdictions- Minimize the impact of heavy vehicles on sensitive receptors- Maintain safe and efficient movement of goods- Assist in enforcing approved truck routes <p>Sensitive receptors</p> <ul style="list-style-type: none">- Uses that include residences, schools, daycare facilities, parks, playgrounds, nursing homes, and hospitals	

Assembly Bill 98 was passed in September 2024 and requires local governments to adopt truck routes that reduce impacts to sensitive receptors such as homes, schools, and hospitals, while maintaining the safe and efficient movement of goods. Most jurisdictions have a deadline of January 1, 2028, to adopt their truck routes.



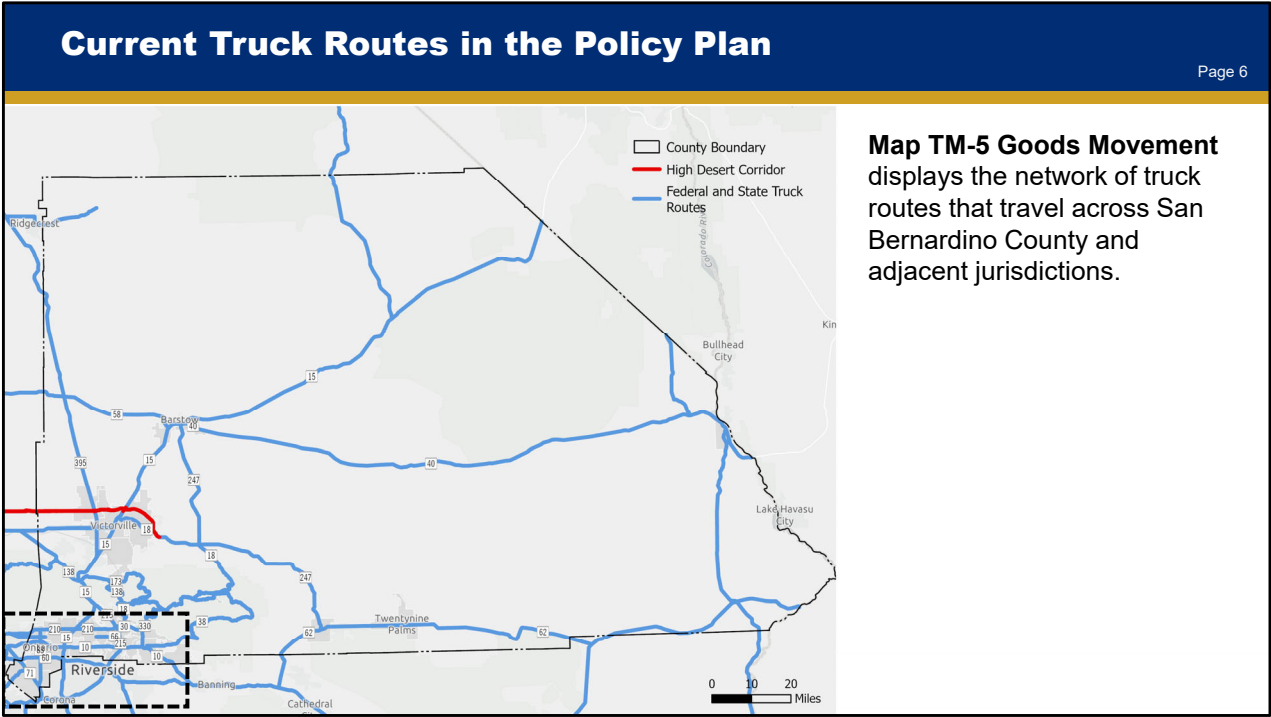
However, areas located in the Warehouse concentration region have an earlier deadline. The Warehouse Concentration Region, which includes unincorporated San Bernardino County, identifies areas with a high concentration of logistics facilities. Jurisdictions within this region must adopt truck routes by January 1, 2026.



While trucks travel throughout southern California and especially to and from cities in the warehouse concentration region, the County’s responsibility in addressing state law is to evaluate truck routes within the unincorporated portion of its jurisdiction.

Truck-related Policies in the Current Policy Plan
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<p>Policy TM-5.5 Countywide truck routes</p> <p>We support SBCTA's establishment of regional truck routes that efficiently distribute regional truck traffic while minimizing impacts on residents. We support funding through the RTP to build adequate truck route infrastructure.</p> <p>Policy TM-5.6 Unincorporated truck routes</p> <p>We establish local truck routes in unincorporated areas to efficiently funnel truck traffic to freeways while minimizing impacts on residents. We establish routes where trucks are prohibited in unincorporated environmental justice focus areas and to avoid overlaps or conflicts with safe routes to schools.</p> <p>Policy HZ-2.4 Truck routes for hazardous materials</p> <p>We designate truck routes for the transportation of hazardous materials through unincorporated areas and prohibit routes that pass through residential neighborhoods to the maximum extent feasible.</p>

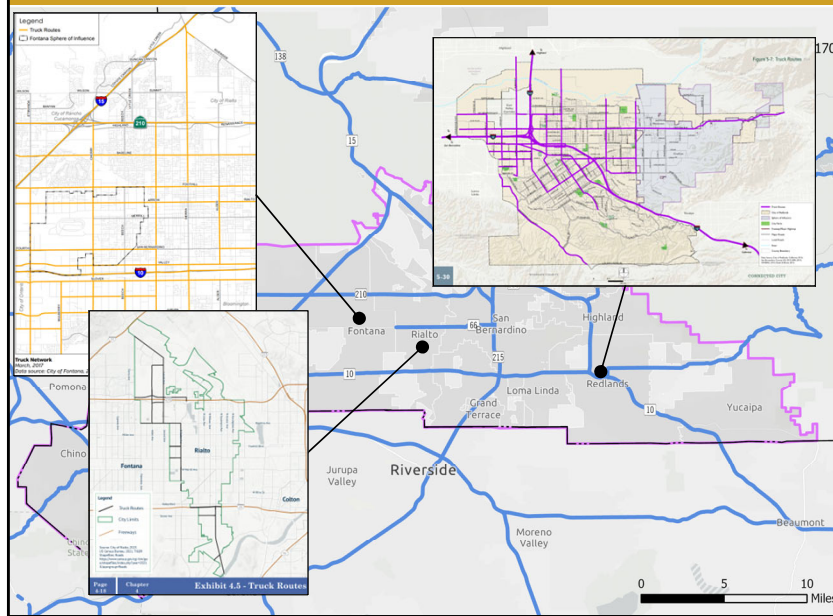
The County currently has three policies that directly provide guidance on establishing local truck routes to ensure efficient goods movement while protecting neighborhoods and schools. The first policy considers regional truck routes while the second and third focus on truck routes in unincorporated areas.



The County’s current truck route map can be found in its Transportation & Mobility Element, which primarily aligns with federal and state truck routes along with the future High Desert Corridor.

Truck Routes in the Valley Region

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Many local jurisdictions designate local roads as truck routes.

Examples:

Fontana, Rialto, and Redlands General Plans

When you focus in on the Valley region, you can more easily see how truck routes travel through incorporated and unincorporated areas.

Not only do federal and state truck routes cross jurisdictional boundaries, but many cities designate specific local roads as truck routes.

For example, the cities of Fontana and Redlands have extensive truck route networks and even identify some roads in unincorporated parts of their planning areas that they believe should be designated by the County as truck routes.

Some jurisdictions within the warehouse concentration region, like Rialto, have recently updated their truck routes and are likely already in compliance with state law, like Rialto.

However, the County of Riverside and cities like Colton, Fontana, Jurupa Valley, Ontario, Riverside, and San Bernardino are still all evaluating and updating their truck routes in parallel with the County striving to meet the same January 1, 2026 deadline. All other jurisdictions have until 2028 to comply with the new law.

Primary Update by 2026 with Ongoing Refinements

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By January 1, 2026

- Identify updates to County truck routes in unincorporated areas
- Conduct public engagement
- Publish truck routes and initiate signage efforts

2026

- Continue coordination with jurisdictions and evaluate need for further updates
- Update strategies and approaches for truck route enforcement

Ongoing (as appropriate)

- Coordinate with all jurisdictions based upon potential changes to truck routes

And so, given the number of jurisdictions within the warehouse concentration region that are still wrestling with their own updates and the potential changes that could happen in other jurisdictions in future years, the County is conducting a primary update this year and planning for ongoing coordination and refinements after 2026.

By the end of this year, the County will identify updates to truck routes in its Policy Plan based on public engagement efforts and coordination with adjacent jurisdictions and regional agencies. Once these changes are adopted, the County will move forward with implementation by publishing truck routes in a digital format for logistics operators and truck drivers to use, and for greater awareness for the public and other agencies. The County will also initiate the design process for installing signage for truck routes, truck parking, and appropriate idling areas.

In early 2026, the County will continue its coordination with other jurisdictions that may have recently updated their truck routes toward the end of the year (or in the first few months of 2026) to determine if truck routes in other parts of the unincorporated county should be updated.

The County will also evaluate how to update its strategies and approaches to enforce the new truck routes.

And in an ongoing manner, but especially through 2028 as many other jurisdictions update their truck routes to comply with state law, the County will continuously evaluate the need to update its truck routes and/or collaborate on adjusting truck routes in other jurisdictions.

Considerations in Updating Truck Routes

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As required by State law (*GOV CODE 65302.02*)

- Ensure efficient and safe routes for goods movement
- Maximize the use of freeways, highways, and major roadways (arterials/collectors)
- Local roads acceptable when properties fronting roadway are at least 50% commercial or industrial
- Minimize exposure of sensitive receptors to truck routes
- Engage the community to obtain input

Federal law (*23 CFR 658.19(a)*)

- Regardless of State or County truck route designations, federal law allows heavy duty trucks to travel along local roads when necessary to serve businesses and obtain food/rest/repairs by the safest and most practical route

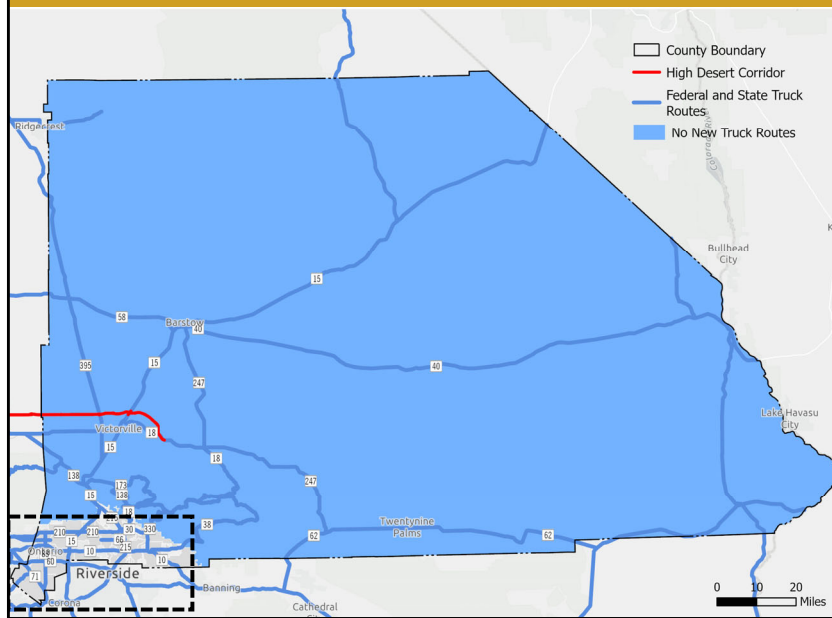
New state law spells out what the County should consider when updating its truck routes, which is...

- To continue to ensure the efficient and safe movement of goods while maximizing travel along freeways, highways, and major local roads like arterials)
- Smaller local roads can be suitable, especially those that primarily serve commercial or industrial businesses.
- State law also directs the County to avoid routing trucks along routes through residential areas and by other sensitive receptors like parks and schools.
- Finally, the County needs to provide opportunities for the community to participate in this update process.
- It is also important to understand that federal law allows trucks to leave freeways, which represent the national truck network, and travel a practical route along local roads as necessary to reach

the businesses they serve or to obtain food, rest, or repairs, even if the local road is not designated by the state or county as a truck route.

Outside of the Valley Region

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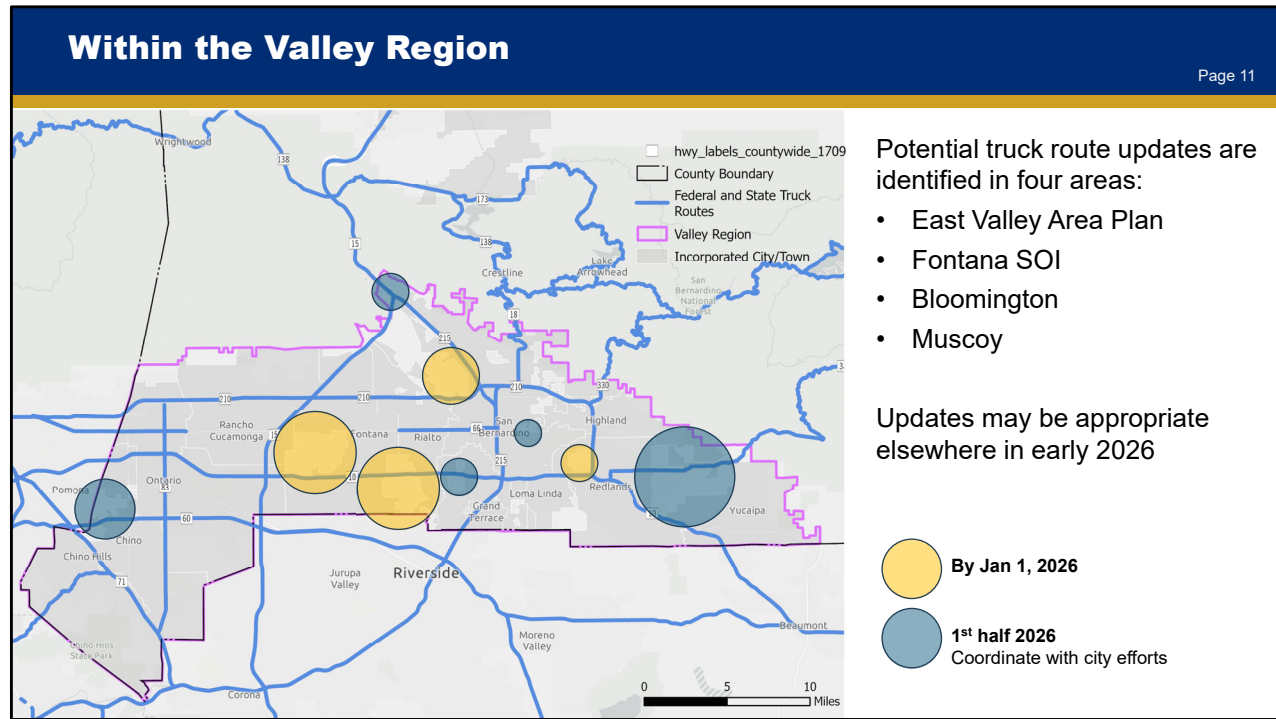


No new truck routes are needed in unincorporated areas at this time in the following regions:

- Mountain
- East Desert
- North Desert

Outside of the Valley region, there is no need for additional truck routes beyond the federal and state routes, the High Desert Corridor, and local roads designated by the incorporated cities and towns.

The businesses served by heavy duty trucks are currently directly accessible by the state and federal routes and residential neighborhoods and other sensitive uses are more dispersed and located farther away from those businesses.

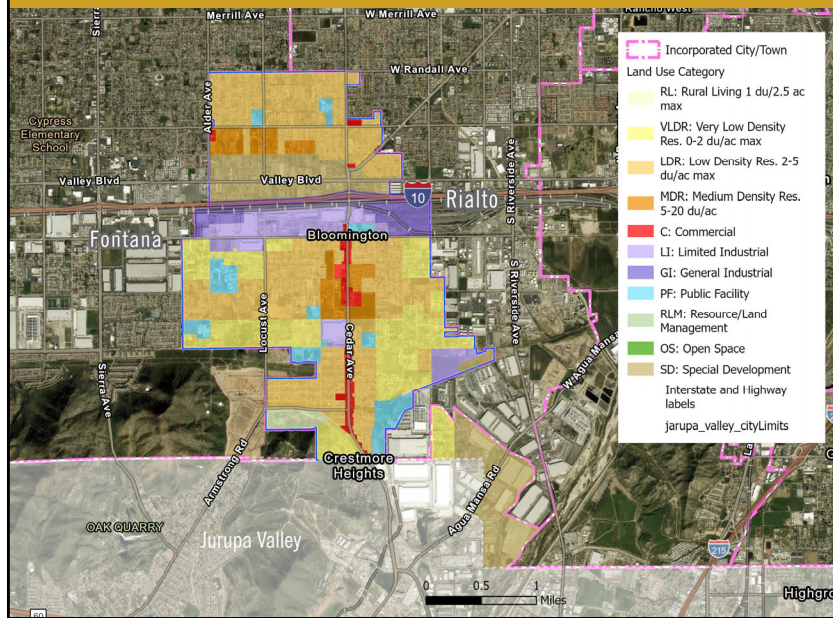


Within the Valley region, the County identified the East Valley Area Plan in Redlands, Unincorporated Fontana, Bloomington, and Muscoy as part of the primary effort to update truck routes by the end of this year.

In other parts of the unincorporated Valley, there is either no need to update truck routes or the County will coordinate with jurisdictions in early 2026 to understand what updates are needed, if any, based upon what the cities in the WCR have adopted by January 1, 2026. This includes the Mentone area in Redlands, the unincorporated areas of Chino and Colton, and the remaining unincorporated areas within the City of San Bernardino.

Potential Updates in Bloomington

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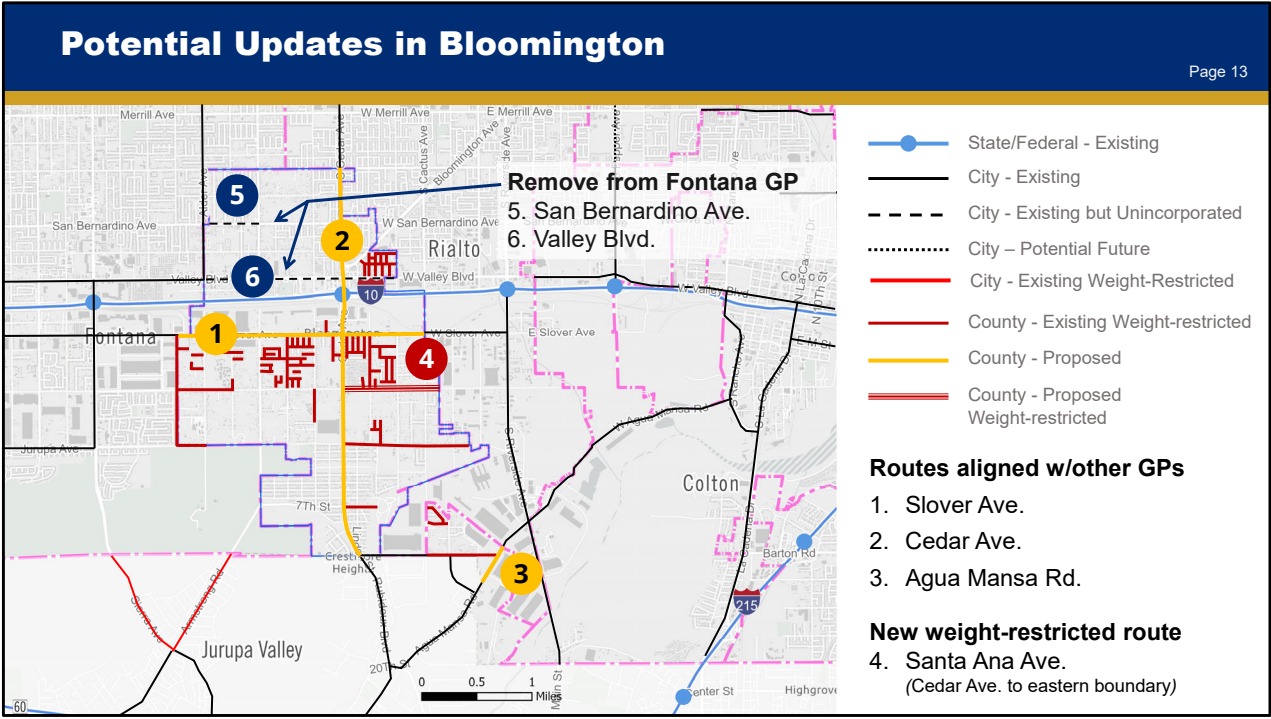


- Surrounded by the cities of Fontana and Rialto
- Large residential community with commercial corridors and clusters of industrial development
- Adjacent to industrial development in Fontana and Rialto.

This is a map of land uses in your community.

As you know, the majority of Bloomington consists of residential neighborhoods offering a wide spectrum of housing options, along with a number of schools, parks, and places to shop.

South of the 10 Freeway and the Union Pacific West Colton Railyard is a strip of industrial development along with industrial pockets elsewhere – notably in the southeast where the Agua Mansa Specific Plan has developed in both the Bloomington area and City of Rialto.



In Bloomington, the 10 Freeway runs through Bloomington and represents a major federal truck route. The 215 and 60 freeways are nearby and connect directly to roads that travel through Bloomington.

The surrounding cities have designated surrounding and connecting roads as truck routes – shown here as black lines, with dashed lines indicating when they cross over into unincorporated areas.

The County has already restricted truck movement on many local roads in Bloomington – shown here in red as weight-restricted. And the City of Jurupa Valley has also designated two nearby roads as weight-restricted.

Given the large amount of industrial development south of the 10 Freeway and connections to truck routes and interchanges in Fontana and Rialto, Slover Avenue makes sense as an east-west truck route in Bloomington.

And Cedar Avenue makes sense as a north-south truck route given its direct access to the 10 Freeway and its designation as a truck route in Rialto and Jurupa Valley. While some residential areas are adjacent to Cedar Avenue, the predominant land use pattern is commercial along with some industrial uses.

In the southeast along Agua Mansa Road, there is a small gap in front of

existing industrial development. A County designation is proposed to close that gap.


Notably, while Fontana shows Valley Boulevard as a truck through Bloomington, Rialto does not, and the land designations along Valley Boulevard in Bloomington do not support industrial development. Accordingly, Valley Boulevard is not recommended as a truck route.

To better protect the residential areas in Bloomington that are adjacent to industrial development in Rialto, a new weight-restricted route is proposed along Santa Ana Avenue – shown as a thicker set of red lines– between Cedar Avenue and Bloomington’s eastern boundary.

Finally, the County will continue to coordinate with Fontana to encourage the City to remove Valley Boulevard and San Bernardino Avenue from its General Plan truck route maps.

Public Engagement & Adoption – June to December 2025

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JOIN THE LAND USE SERVICES DEPARTMENT FOR A COMMUNITY OPEN HOUSE

Are you planning a new construction project, considering a renovation, or simply curious about land use regulations? Join us for an Open House!

Building & Safety: Learn how to obtain permits, meet safety regulations, and navigate inspections with guidance from our experts.

Planning Services: Discover how we can assist with zoning, land use applications, and community development to bring your vision to life.

Code Enforcement: Understand the role of code enforcement in maintaining community standards and safety, from handling complaints to ensuring compliance.

Land Development: Gain insight into drainage, grading plans, and road and drainage improvements for new developments.

NEW
Learn about manufactured housing & AB98 updates!


Open House Dates & Locations

JUNE 11TH 5:00PM - 7:00PM Fantana Lewis Library 8437 Sierra Ave. Fontana, CA 92335	JUNE 25TH 5:00PM - 7:00PM Government Center 83665 28 Palms Hwy Joshua Tree, CA 92252
JULY 9TH 5:00PM - 7:00PM County Office 26033 State Hwy 189 Twin Peaks, CA 92391	JULY 23RD 5:00PM - 7:00PM Big Bear Library 41030 Garden Dr. Big Bear Lake, CA 92315
AUGUST 6TH 5:00PM - 7:00PM Ovitt Family Library 215 E C St. Ontario, CA 91764	AUGUST 20TH 5:00PM - 7:00PM Avila Park 37909 Margold Ave. Bloomington, CA 92316
SEPTEMBER 24TH 5:00PM - 7:00PM Apple Valley Center 33407 Navelo Rd. Apple Valley, CA 92308	

CONTACT US FOR MORE INFORMATION
(909) 387-8311
lus.sbcounty.gov

SCAN HERE to Register!

Registrations are not required, but preferred!



JOIN THE LAND USE SERVICES DEPARTMENT FOR COMMUNITY OUTREACH ON AB 98 TRUCK ROUTES

The County of San Bernardino invites you to join us for presentations and discussions about proposed AB 98 compliant truck routes.

Why Attend?

- Learn about existing truck routes, traffic levels, and next steps.
- Provide input to help shape decisions.

Your Voice Matters!

Send Discussion Items/Comments to:
Lauren Miracle, Planner
lauren.miracle@lus.sbcounty.gov
Vincent Acuna, Planning Manager
vincent.acuna@lus.sbcounty.gov

Meeting information subject to change. Check the County website or contact us for updates.
(909) 387-8311
lus.sbcounty.gov

We look forward to your participation!

Community Outreach Events Dates & Locations

OCTOBER 1ST 6:00PM Bloomington Municipal Advisory Council Apple Park Community Center 17500 Margold Ave. Bloomington, CA 92316	OCTOBER 7TH 7:00PM Virtual Countywide Outreach Teams Meeting Link to be provided
OCTOBER 8TH 9:00AM Planning Commission Study Session Countryside Chambers 385 N. Arrowhead Avenue, 1st Floor San Bernardino, CA 92415	OCTOBER 16TH 6:00PM Muscoy Community Steering Committee Countryside Chambers 385 N. Arrowhead Avenue, 1st Floor San Bernardino, CA 92415
OCTOBER 23RD 9:00AM Planning Commission Meeting Countryside Chambers 385 N. Arrowhead Avenue, 1st Floor San Bernardino, CA 92415	OCTOBER 25TH 9:00AM 2nd Annual AB 617 Community Engagement Event SCAQMD 21800 Cogley Dr. Diamond Bar, CA 91766
DECEMBER 16TH 10:00AM Board of Supervisor's Hearing Countryside Chambers, 385 N. Arrowhead Avenue, 1st Floor San Bernardino, CA 92415	

SCAN HERE for more information!

Countywide

- Regional Open Houses
- PC Study Session
- Virtual Open House (bilingual)
- SCAQMD AB 617 Event

Targeted Communities

- Bloomington & Muscoy

Adoption Hearings

- October 23 (PC) & December (BOS)

Websites

- [AB 98 Truck Routes](#)
- [AB 98 Logistics Facilities](#)

Given the tight timeline of state law – both given its recent nature and deadline of this year – and the added complexity of multi-jurisdictional planning, the County began raising awareness of the new law and update effort starting in June.

Once meaningful information and potential strategies were available to share, the County is conducting focused engagement in October for all unincorporated residents and targeted meetings in the Valley region, including meeting with the Bloomington MAC.

The County also maintains webpages dedicated to the new law to share information, provide an opportunity to ask questions, and learn about outreach meetings.

To meet the deadline of updating truck routes in the Policy Plan by the end of the year, the adoption hearings are identified to take place with the Planning Commission on the 23rd and the Board of Supervisors in December.

California Environmental Quality Act Evaluation

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Addendum to the Countywide Plan Environmental Impact Report (2020)

- Update and addition of new routes/weight-restricted routes:
 - Align with existing city truck routes
 - Align with existing truck activity
 - Reduce impacts on sensitive receptors
- Not expected to create any new significant impacts
- Will present analysis and conclusions as part of adoption hearings

An update to the Policy Plan would be subject to CEQA but can leverage the EIR prepared for the Countywide Plan in 2020. The relatively minor updates of designating a handful of new truck routes is not expected to create any new significant environmental impacts. And so we anticipate preparing an addendum to the Countywide Plan EIR and will bring those findings to the adoption hearings.

Discussion and Questions

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For tonight

- Discussion and questions

Next steps

- Continue public engagement
- Virtual Outreach Meeting October 7th
- <https://lus.sbcounty.gov/ab-98-truck-routes-in-unincorporated-san-bernardino-county/>

Send your questions and/or comments to:

- Lauren Miracle, Planner lauren.miracle@lus.sbcounty.gov
- Vincent Acuna, Planning Manager Vincent.acuna@lus.sbcounty.gov

Tonight, we are here to answer questions and facilitate discussion on these potential updates and related concerns.

Our next steps will be to continue public engagement, starting with the Virtual Outreach meeting that will be open to all. Be sure to tell those you know might be interested to visit the website for the meeting information and spread the word.

You can also send any questions or comments to the County staff listed here.

And with that we thank you for your attention and are ready to answer your questions.

Thank you!

