Land Use Services Department

AB 98: Updating Truck Routes in Unincorporated San Bernardino County

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Project Description

State law (Assembly Bill 98)

Passed in late 2024

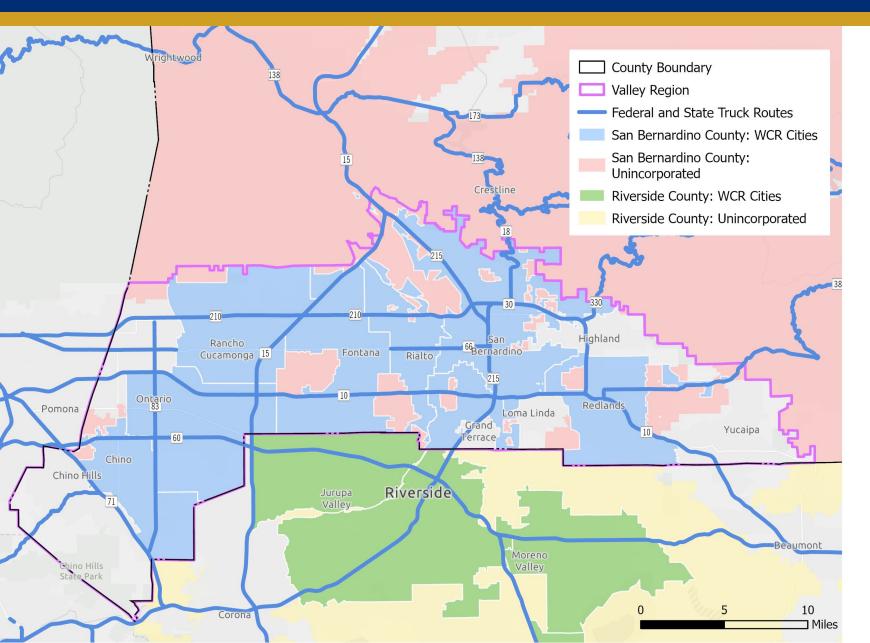
Legislative objectives

- 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

Sensitive receptors

 Uses that include residences, schools, daycare facilities, parks, playgrounds, nursing homes, and hospitals

Warehouse Concentration Region (WCR)



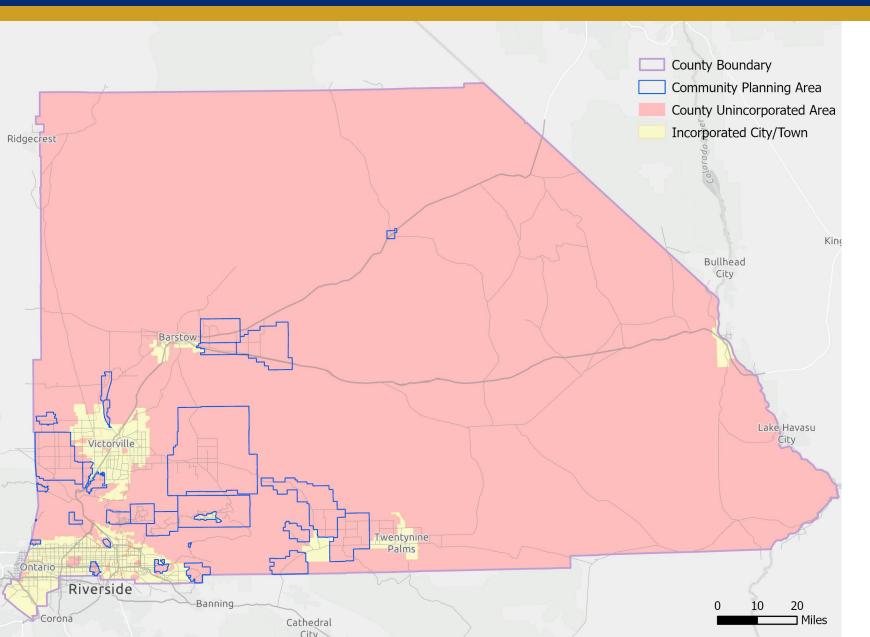
Deadline for compliance

State law lists the jurisdictions shown in color on this map as the WCR.

They must update their truck routes by January 1, 2026.

(all other jurisdictions have until 2028)

County Responsibility: Unincorporated Areas



The County is responsible for evaluating truck routes within the <u>unincorporated</u> portion of its jurisdiction.

Truck-related Policies in the Current Policy Plan

Policy TM-5.5 Countywide truck routes

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.

Policy TM-5.6 Unincorporated truck routes

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.

Policy HZ-2.4 Truck routes for hazardous materials

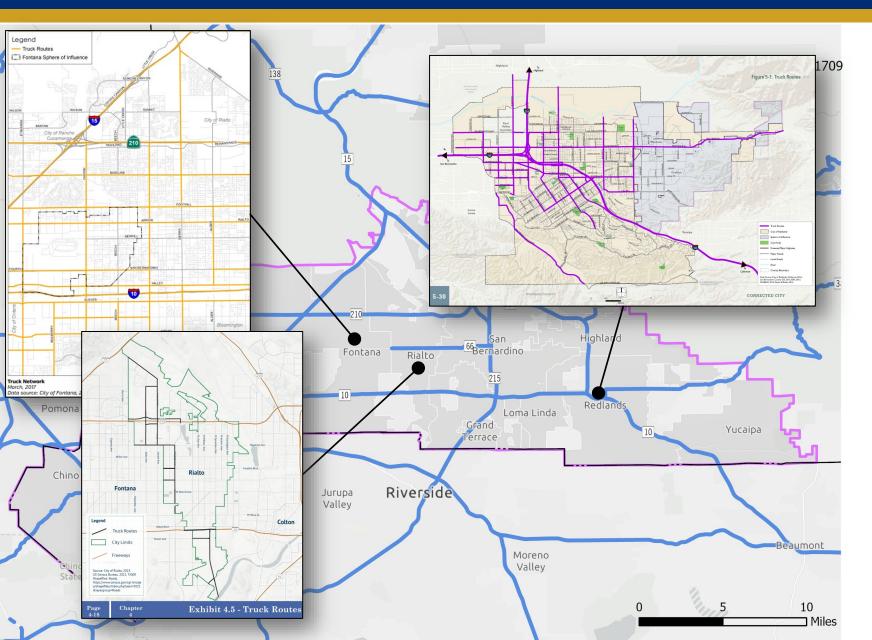
We designate truck routes for the transportation of hazardous materials through unincorporated areas and prohibit routes that pass through residential neighborhoods to the maximum extent feasible.

Current Truck Routes in the Policy Plan



Map TM-5 Goods Movement displays the network of truck routes that travel across San Bernardino County and adjacent jurisdictions.

Truck Routes in the Valley Region



Many local jurisdictions designate local roads as truck routes.

Examples:

Fontana, Rialto, and Redlands General Plans

Primary Update by 2026 with Ongoing Refinements

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

Considerations in Updating Truck Routes

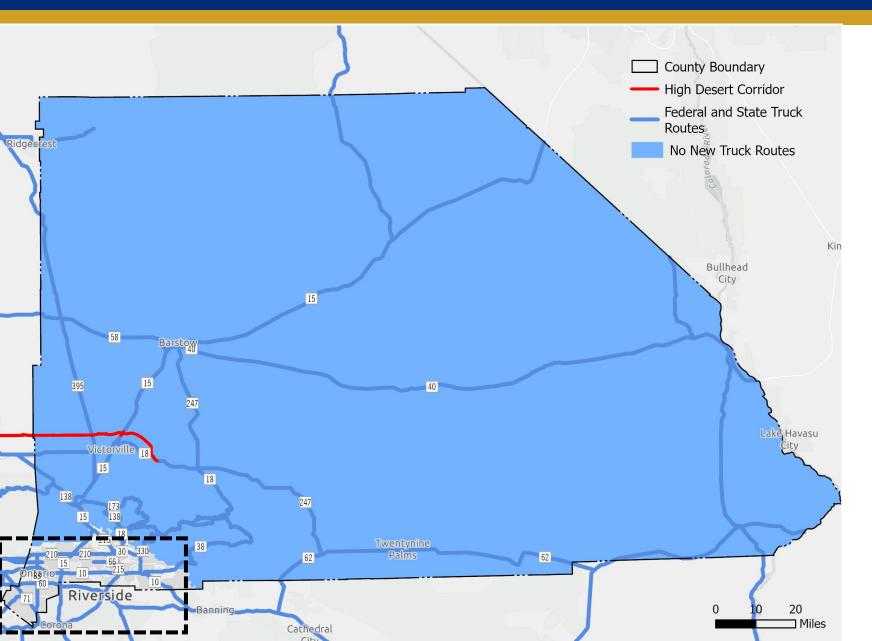
As required by State law (GOV CODE 65302.02)

- 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

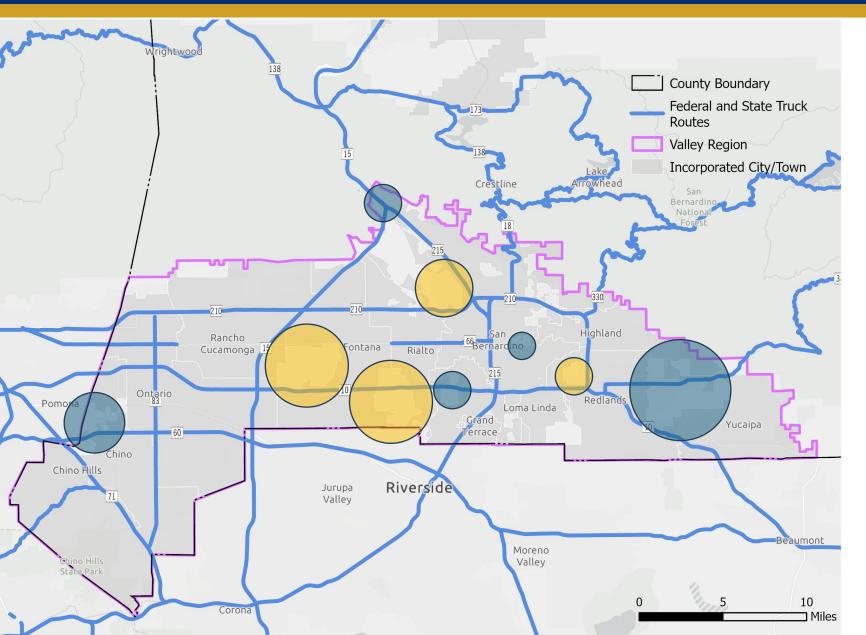
Outside of the Valley Region



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

- Mountain
- East Desert
- North Desert

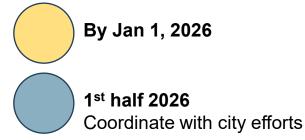
Within the Valley Region



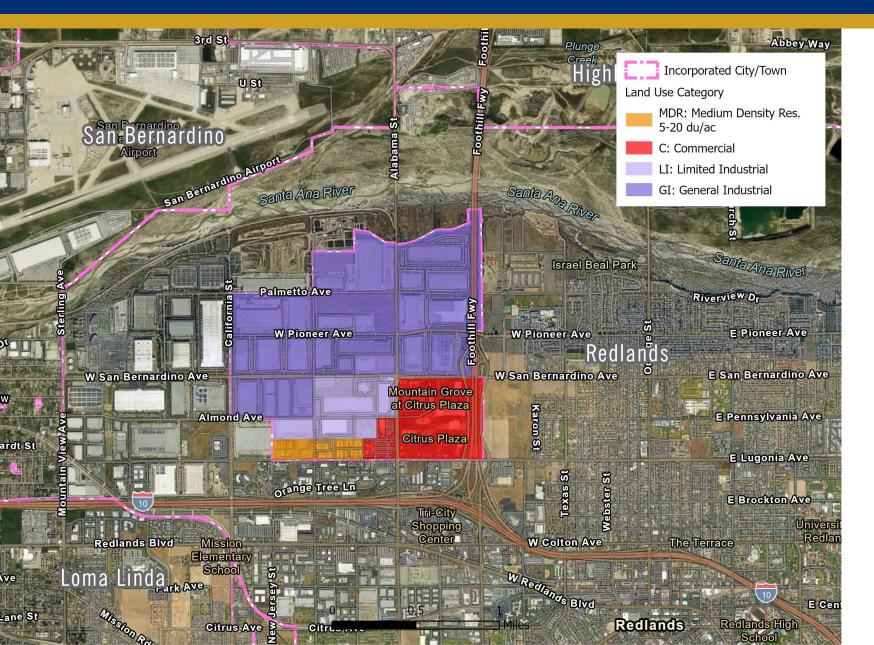
Potential truck route updates are identified in four areas:

- East Valley Area Plan
- Fontana SOI
- Bloomington
- Muscoy

Updates may be appropriate elsewhere in early 2026.

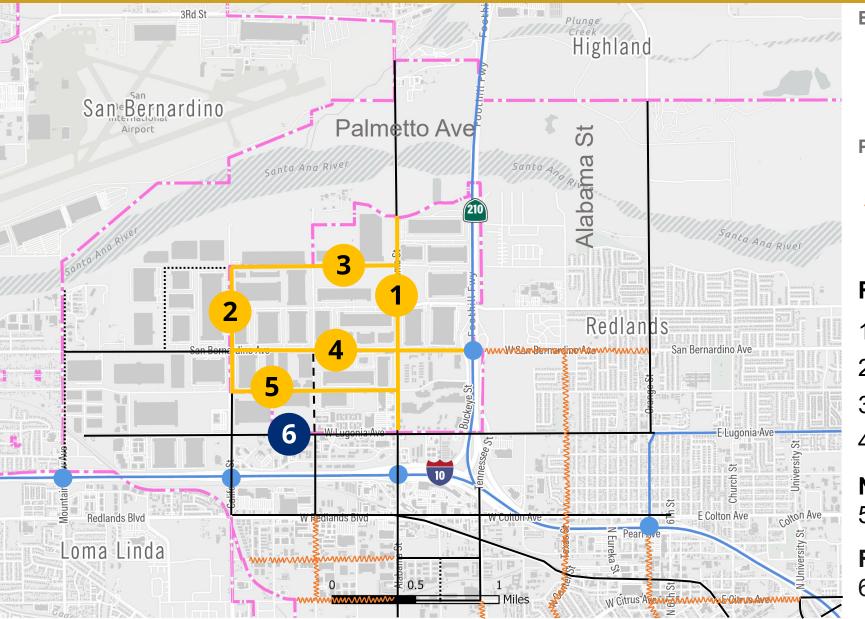


Potential Updates in the East Valley Area Plan



- Primarily planned/built as an industrial/commercial area
- Residential developed next to Citrus Plaza

Potential Updates in the East Valley Area Plan



Existing



--- City

City but Unincorporated

Potential

City - New

www City - Removal

County - New

Routes aligned w/Redlands GPs

- 1. Alabama St.
- 2. California St.
- 3. Palmetto Ave.
- 4. San Bernardino Ave.

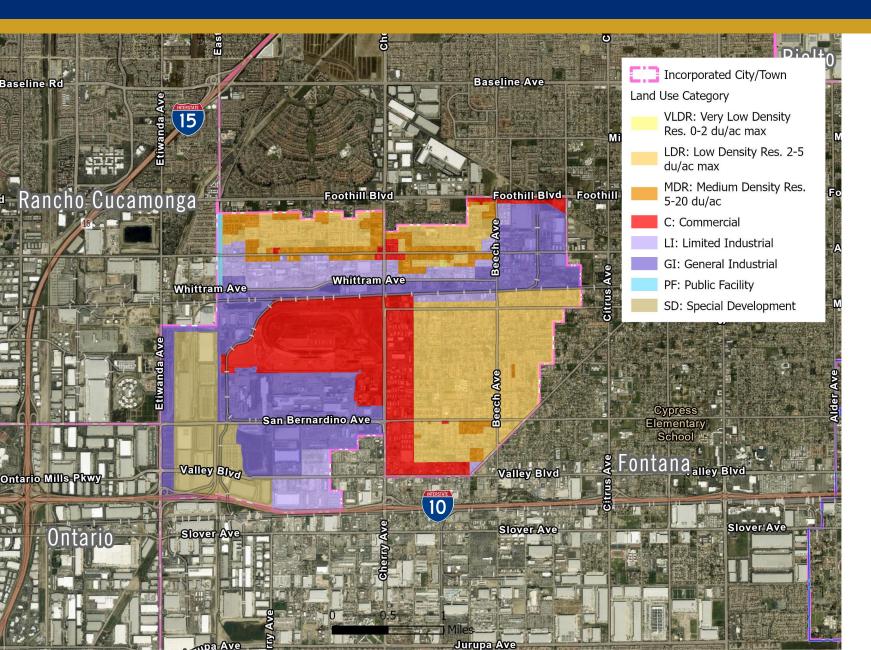
New route

5. Almond Ave.

Remove from Redlands GP

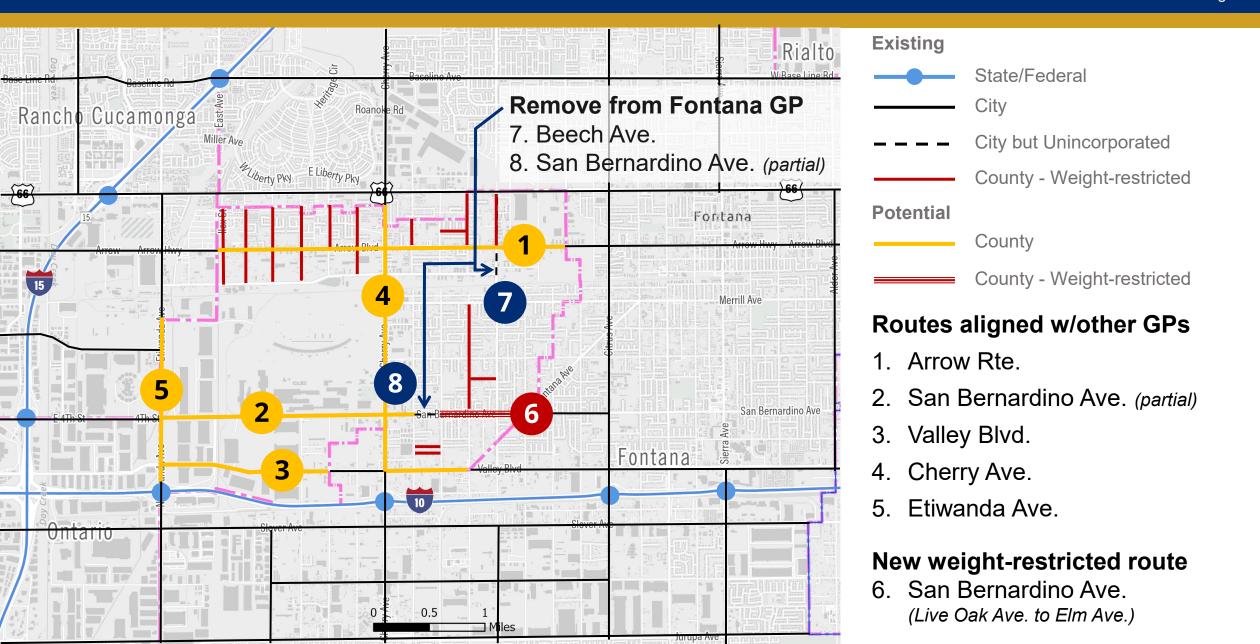
6. Nevada St.

Potential Updates in Unincorporated Fontana

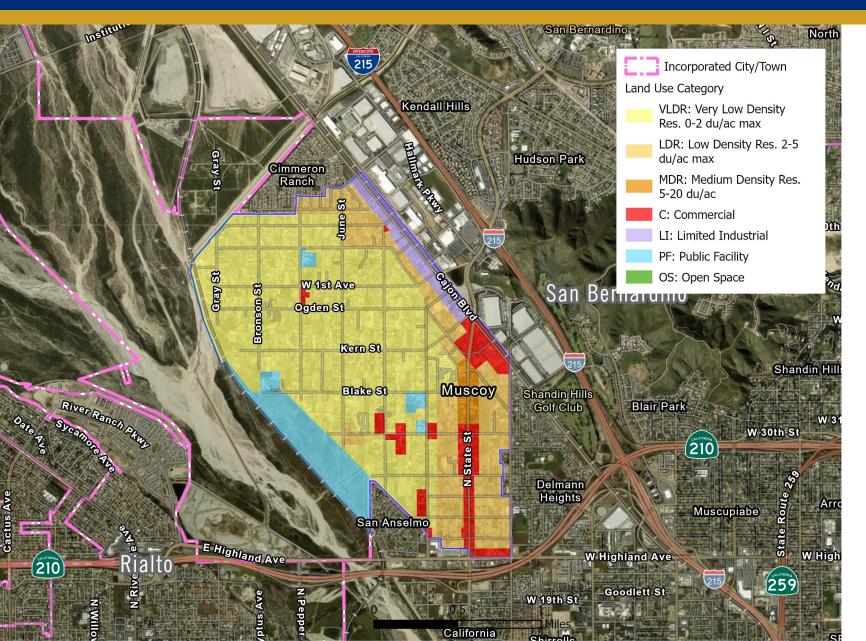


- Surrounded by Fontana, Rancho Cucamonga, and Ontario
- Central area for industrial development
- Residential neighborhoods in the north and southeast

Potential Updates in Unincorporated Fontana

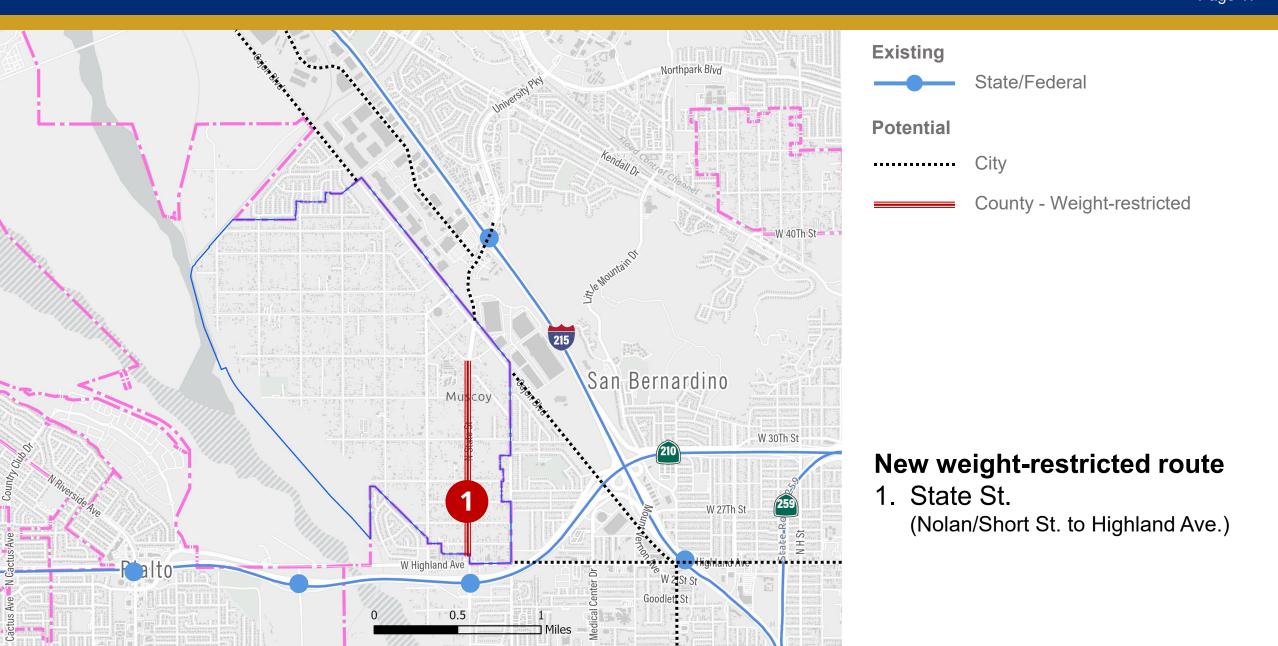


Potential Updates in Muscoy

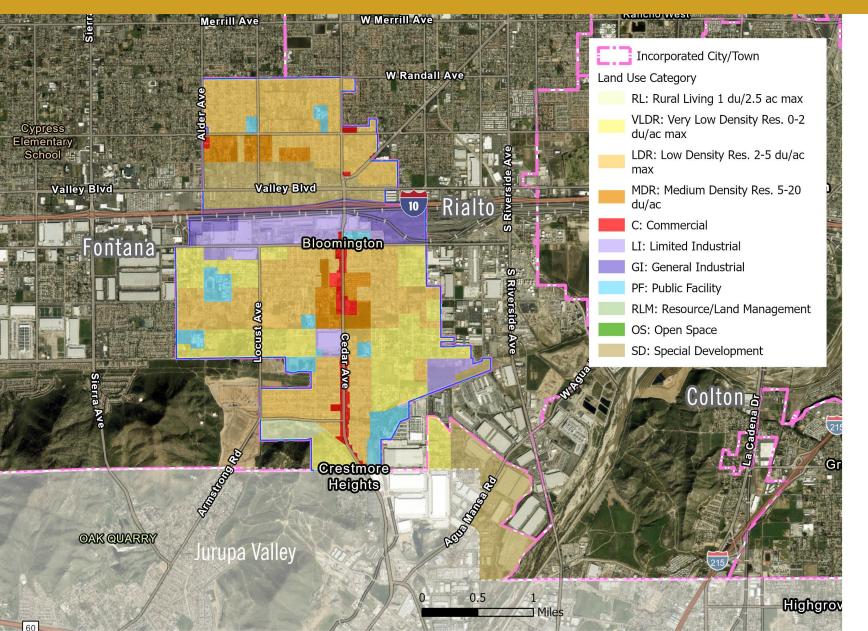


- Surrounded by the cities of San Bernardino and Rialto
- Predominantly lower density residential community
- Low-scale industrial and commercial uses along Cajon Blvd.
- Rail line separates Muscoy and Cajon Blvd. from industrial development in the City of San Bernardino

Potential Updates in Muscoy

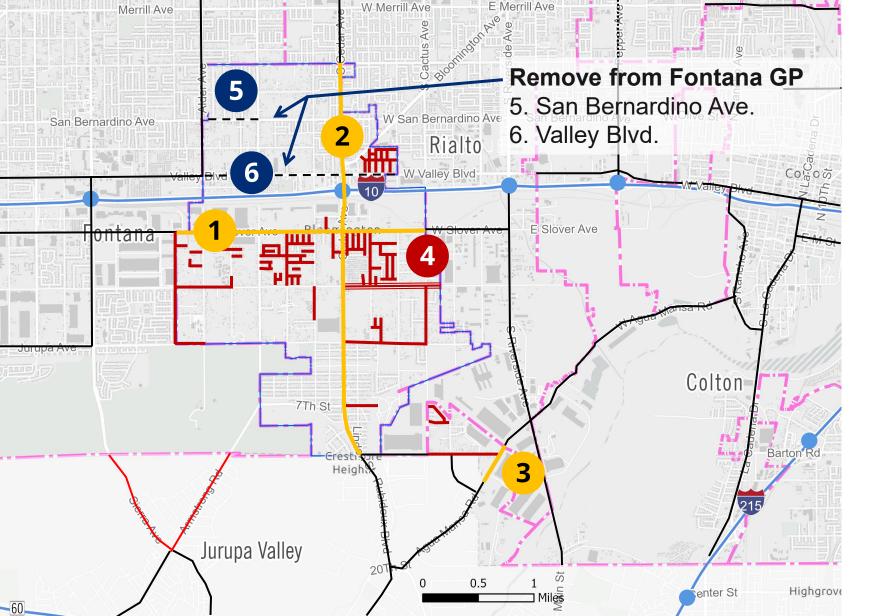


Potential Updates in Bloomington



- 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

Potential Updates in Bloomington



Existing

State/Federal

——— City

– – City but Unincorporated

City - Weight-restricted

County - Weight-restricted

Potential

····· City

_____ County

County - Weight-restricted

Routes aligned w/other GPs

- 1. Slover Ave.
- 2. Cedar Ave.
- 3. Agua Mansa Rd.

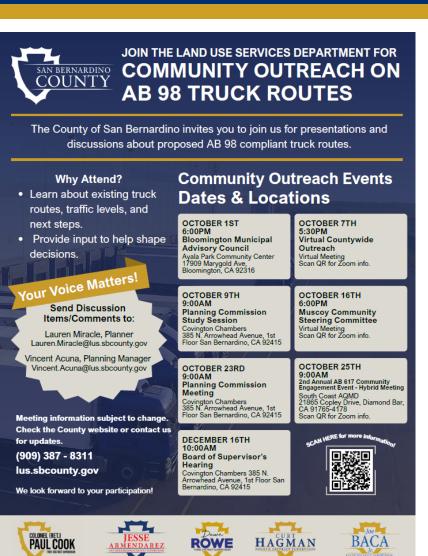
New weight-restricted route

4. Santa Ana Ave. (Cedar Ave. to eastern boundary)





HAGMAN



Countywide

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

Targeted Communities

Bloomington & Muscov

Adoption Hearings

October 23 (PC) & December (BOS)

Websites

- AB 98 Truck Routes
- AB 98 Logistics Facilities

California Environmental Quality Act Evaluation

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

For tonight

- Planning Commission discussion and questions
- Public comments and questions

Next steps

- Continue public engagement
- Bring item to Planning Commission for consideration on October 23, 2025

Thank you!

