



LAND USE SERVICES DEPARTMENT PLANNING COMMISSION STAFF REPORT

HEARING DATE: October 23, 2025

AGENDA ITEM 3

Project Description

APN: N/A
Applicant: San Bernardino County
Community: Countywide
Location: Countywide
Project No: PMISC-2024-00020
Staff: Lauren Miracle, Colin Drukker, PlaceWorks, Inc.
Project Name: AB 98 Transportation and Mobility Element Update

Report Prepared By: Lauren Miracle, Planner

STAFF RECOMMENDATION: That the Planning Commission **RECOMMEND** that the Board of Supervisors **ADOPT** the Addendum to the San Bernardino Countywide Plan Program Environmental Impact Report; **ADOPT** the Findings in support of the General Plan Amendment; **APPROVE** the General Plan Amendment to amend Policies TM-5.5, TM-5.6, and Policy Map TM-5, add Policy Map TM-5A and Table TM-2 to the Transportation and Mobility Element of the Policy Plan, and add a definition for “Sensitive Receptor” to the Glossary of Terms section of the Policy Plan; and **DIRECT** the Land Use Services Department to file a Notice of Determination.¹

PROJECT DESCRIPTION:

The project consists of a General Plan Amendment to amend Policy Map TM-5 (Goods Movement), add Policy Map TM-5A, amend Policies TM-5.5 (Countywide truck routes) and TM-5.6 (Unincorporated truck routes), and add Table TM-2 (Weight-Restricted Routes) to the Transportation and Mobility Element, and add a definition for “Sensitive Receptor” to the Glossary of Terms section of the Policy Plan (General Plan) in compliance with Assembly Bill 98 (AB 98).

BACKGROUND:

AB 98 was signed into law by Governor Gavin Newsom on September 24, 2024. The law establishes new requirements for warehouse design and building standards for logistics facilities and mandates local jurisdictions to, among other things, adopt/revise its circulation element to identify and establish local truck routes for the transport of goods to avoid residential areas and sensitive receptors, maximize the use of interstate or state divided highways (or local roads that predominantly serve commercial, agricultural, or industrial uses when interstate or state highways are not utilized), develop a publicly accessible Geographical Information System (GIS) layer of truck routes for warehouse operators, fleet operators, and

¹ Pursuant to Section 86.12.040, the Planning Commission shall either recommend to the Board of Supervisors that no amendment, a modified amendment, or the proposed amendment be made.

truck drivers, and install signage along designated truck routes, including truck parking/idling areas. (Government Code Section 65302.02.)²

AB 98 warehouse design and building standards are addressed separately during the entitlement process for a logistics facility. This General Plan Amendment is limited to mandates requiring updates to the County's Transportation and Mobility Element (e.g., circulation element). Pursuant to AB 98, the entirety of unincorporated San Bernardino County is designated a "warehouse concentration region." Other jurisdictions in the warehouse concentration region include unincorporated Riverside County and the cities of Chino, Colton, Fontana, Jurupa Valley, Moreno Valley, Ontario, Perris, Rancho Cucamonga, Redlands, Rialto, Riverside, and San Bernardino. Local jurisdictions within the warehouse concentration region face an accelerated timeline to complete the implementation of AB 98. As such, AB 98 requires San Bernardino County to review and adopt revised truck routes within the County's unincorporated areas no later than January 1, 2026, to safely accommodate truck traffic and avoid residential areas and sensitive receptors.

OVERVIEW:

Since AB 98 was adopted in late 2024, the County and other jurisdictions throughout California, have been evaluating the new law to understand its requirements and coordinate at a regional level. Evaluation of the proposed truck routes considered:

- Existing and potential future regional truck routes across jurisdictions;
- Existing roadways in unincorporated areas already designated by the County as weight-restricted; and
- Patterns of existing and future land uses (both those that are served by heavy-duty trucks and those that are considered sensitive receptors).

In late 2024, the County began coordinating with other jurisdictions, the San Bernardino County Transportation Authority (SBCTA), and state representatives to understand the implications of the new law and options for coordination and compliance. In 2025, the County hired a consultant team, comprising of PlaceWorks (planning) and Fehr & Peers (transportation), to assist in outreach, technical analysis, and planning to update the Transportation and Mobility Element consistent with AB 98. The consultant team obtained and processed existing truck volume data across all jurisdictions in San Bernardino County this past summer. This information was shared during community outreach activities and formed the basis for proposed truck routes.

In order to meet the statutory deadline of updating local truck routes by January 1, 2026, while ensuring the County conducted appropriate community engagement and analysis, Land Use Services (LUS), along with our consultant team, proceeded with a two-phased approach:

Phase 1 (This project)

Phase 1 includes conducting background research, providing outreach, analyzing truck routing criteria, and updating Policy Map TM-5 (Goods Movement) with local truck routes for unincorporated areas before the January 1, 2026, deadline. Minor refinements will also be made to the Policy Plan text, specifically amending TM-5.5 (Countywide truck routes), TM-5.6 (Unincorporated truck routes), and adding Policy Map TM-5A and Table TM-2 (Weight-Restricted Routes) to the Transportation and Mobility Element and adding the definition of "Sensitive Receptor" to the Glossary of Terms section of the Policy Plan. There are also minor text modifications to the Implementation Element, IMP-2021-TM-10 (Truck Routes), and addition of a new implementation policy, IMP-2025-TM-11 (Truck Route Enforcement).

² On October 3, 2025, Governor Gavin Newsom approved Senate Bill 415 amending AB 98. The bill provides minor text amendments to truck route requirements for a county or city located in a warehouse concentration region and maintains a January 1, 2026, deadline.

Phase 2 (first half of 2026)

Phase 2 will require staff/consultant coordination with local jurisdictions to ensure all locally designated truck routes are continuous and consistent across all cities and unincorporated areas. The adopted truck routes from Phase 1 may need slight revisions, as the County of Riverside and cities in the warehouse concentration region are also attempting to adopt truck routes within their own communities before the deadline. While the County has been coordinating with these other jurisdictions, the final pattern of adopted truck routes may still result in network gaps or inefficient connections that need to be addressed as part of Phase 2. Depending on the location and nature of identified adjustments, this second phase will incorporate appropriate public outreach and separate future Planning Commission and Board of Supervisors' approval.

TRUCK ROUTE ANALYSIS

The proposed truck routes were selected based on the existing truck route inventory, coordination with neighboring jurisdictions, AB 98 criteria, truck traffic data, and community input, as detailed below.

1. TRUCK ROUTE DESIGNATION

The Policy Plan's Transportation and Mobility Element was evaluated to create an inventory of existing truck routes within unincorporated areas of San Bernardino County. Coordination with incorporated cities and bordering unincorporated Riverside County areas were also conducted to ensure—to the greatest extent feasible given the time constraints—proper alignment of truck routes between jurisdictions. Consistent with AB 98, all new local truck routes will be proposed to safely accommodate additional truck traffic along federal and state highways, major thoroughfares, and/or in areas that minimize exposure to sensitive receptors, such as residential neighborhoods and/or schools.

Proposed Truck Routes

The existing version of Policy Map TM-5, (Goods Movement) (Exhibit A) of the Policy Plan is proposed to be amended to reflect the new truck routes (Exhibit B), which are described in text below.

Mountain, North Desert, and East Desert Regions

No new truck routes are proposed in these regions at this time.

Valley Region

East Valley Area Plan (City of Redlands Sphere of Influence)

- Alabama Street
 - County: Major Arterial Highway, Caltrans: Principal Arterial
 - Land use: 100% Industrial/ Commercial
- California Street
 - County: Major Arterial Highway, Caltrans: Minor Arterial
 - Land use: 100% Industrial
- Palmetto Avenue
 - County: Major Highway, Caltrans: Local
 - Land use: 100% Industrial
- San Bernardino Avenue
 - County: Major Arterial Hwy, Caltrans: Minor Arterial
 - Land use: 100% Industrial/ Commercial
- Almond Avenue

Transportation and Mobility Element Amendment

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Countywide

Planning Commission Hearing: October 23, 2025

- County: Local, Caltrans: Local
- Land use: 100% Industrial

Bloomington (City of Rialto Sphere of Influence)

- Cedar Avenue
 - County: Major Highway, Caltrans: Minor Arterial
 - Land use fronting road (linear feet)
 - Both sides (37,800): 67% Industrial/ Commercial & 33% Residential
 - Either side (18,900): 75% Industrial/ Commercial & 25% Residential
- Slover Avenue
 - County: Major Highway, Caltrans: Minor Arterial
 - Land use fronting road (linear feet)
 - Both sides (23,800): 60% Industrial/ Commercial & 40% Residential
 - Either side (11,900): 90% Industrial/ Commercial
- Agua Mansa Road
 - County: Major Highway, Caltrans: Minor Arterial
 - Land use fronting road (linear feet)
 - Both sides (6,800): 82% Industrial & 18% Residential
 - Either side (3,400): 65% Industrial & 35% Residential
- Santa Ana Avenue (east of Cedar to Bloomington boundary)
 - Land Use: Industrial (Rialto)
 - Weight-restricted Route

City of Fontana Sphere of Influence

- Arrow Route
 - County: Major Highway, Caltrans: Minor Arterial
 - Land use fronting road (linear feet)
 - Both sides (38,600): 58% Industrial/ Commercial & 42% Residential
 - Either side (19,300): 59% Industrial/ Commercial & 41% Residential
- Valley Boulevard
 - County: Major Arterial Highway, Caltrans: Minor Arterial
 - Land use: 100% Industrial/ Commercial
- San Bernardino Avenue (Etiwanda Avenue to Redwood Avenue)
 - County: Major Divided Highway, Caltrans: Minor Arterial
 - Land use: 100% Industrial/ Commercial
- Cherry Avenue
 - County: Major Divided Highway, Caltrans: Minor Arterial
 - Land use fronting road (linear feet)
 - Both sides (25,200): 94% Industrial/ Commercial & 6% Residential
 - Either side (12,600): 90% Industrial/ Commercial & 10% Residential
- San Bernardino Avenue (Live Oak Avenue to Fontana Avenue)
 - Geotab data shows minimal truck traffic
 - Weight-restricted Route

Muscoy (City of San Bernardino Sphere of Influence)

- State Street (Nolan/Short Street to Highland Avenue)
- Weight-restricted Route

2. PUBLIC OUTREACH

Outreach related to the proposed local truck routes was accomplished utilizing three forums: LUS open houses, targeted outreach, and public hearings. Details on the LUS open houses and targeted outreach are discussed below, while the public hearings include this October 23, 2025 Planning Commission hearing and the Board of Supervisors hearing of this General Plan Amendment, which is expected on December 16, 2025.

- a. LUS Open Houses: Community Open Houses is an initiative launched by LUS in 2023 to strengthen public engagement and educate communities in local land use issues. As part of these open houses, AB 98 informational materials were made available to the public at the open houses noted in the following table.

Open House Location	Date
Fontana	Jun 11
Joshua Tree	Jun 25
Twin Peaks	Jul 9
Big Bear Lake	Jul 23
Ontario	Aug 6
Bloomington	Aug 20
Apple Valley	Sep 24

- b. Targeted Outreach: In-person or virtual meetings where staff/consultant presented/will present AB 98 information/truck routes, and where public can ask questions/provide input. These occur in areas of the County primarily affected by warehouse development where sensitive receptors such as schools and residences are nearby. The following table lists the targeted outreach meetings and dates.

Meeting	Date
Bloomington MAC	Sept 3
Bloomington MAC	Oct 1
Countywide Virtual Public Meeting	Oct 7
Planning Commission Study Session	Oct 9
San Bernardino/Muscoy AB 617 Community Steering Committee Meeting	Oct 16
AB 617 2nd Annual Event	Oct 25

As previously discussed, additional coordination will occur with surrounding jurisdictions to refine truck routes, as needed, across the warehouse concentration area in the first quarter of 2026.

POLICY PLAN TEXT AMENDMENTS

In addition to amending Policy Map TM-5, this proposed General Plan Amendment also includes minor changes to the text of the Policy Plan. Redlines to the text are found below. Exhibit C provides a clean version of the proposed Policy Plan text changes.

Proposed Text Updates

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 and other sensitive receptors. 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 **and other sensitive receptors**. We establish routes where trucks are prohibited **and prioritize enforcement** in unincorporated environmental justice focus areas and to avoid overlaps or conflicts with safe routes to schools.

Table TM-2 Weight-Restricted Routes (new)

The County is proposing to add Table TM-2 Weight-Restricted Routes to the Transportation and Mobility Element to convey previously adopted and adopted proposed weight-restricted routes.

Sensitive Receptor Definition (new)

The Glossary of Terms section of the Policy Plan is amended to add the definition of Sensitive Receptor to read as follows: "In the context of truck routes, sensitive receptor means one or more of the following:

- (1) A residence, including, but not limited to, a private home, apartment, condominium unit, group home, dormitory unit, or retirement home.
- (2) A school, including, but not limited to, a preschool, prekindergarten, or school maintaining kindergarten or any of grades 1 to 12, inclusive.
- (3) A daycare facility, including, but not limited to, in-home daycare.
- (4) (A) Publicly owned parks, playgrounds, and recreational areas or facilities primarily used by children.
- (4) (B) For purposes of subparagraph (A), the following types of park and recreation areas shall not be considered a sensitive receptor:
 - (i) Parks and recreation areas included as a condition of approval for the logistics use development.
 - (ii) Land that will be used to ensure the public's right of access to the sea, or other public access, pursuant to the California Coastal Act of 1976 (Division 20 (commencing with Section 30000) of the Public Resources Code) or McAteer-Petris Act (Title 7.2 (commencing with Section 66600)).
 - (iii) Land developed at or adjacent to an airport or seaport for the express purpose of creating a buffer area between sensitive receptors and an airport or seaport facility.
- (5) Nursing homes, long-term care facilities, hospices, convalescent facilities, or similar live-in housing.
- (6) Hospitals, as defined in Section 128700 of the Health and Safety Code."

Policy IMP-2021-TM-10 Truck Routes

Coordinate with the San Bernardino County Transportation Authority (SBCTA) and incorporated jurisdictions to ~~establish a subcommittee~~ to develop **and maintain** a countywide system of regional truck routes. **Update the Policy Plan and adopt** an ordinance to establish local truck routes and expand non-truck routes (where trucks are prohibited) in unincorporated areas. Ensure truck routes avoid to the maximum extent possible, safe routes to schools, **and minimize exposure to other sensitive receptors**.

Policy IMP-2025-TM-11 Truck Route Enforcement (new)

Coordinate with the California Highway Patrol to ensure appropriate training and certification is obtained for the enforcement of truck routes consistent with state law. Prioritize enforcement of truck routes and truck parking code violations in environmental justice focus areas.

ENVIRONMENTAL DETERMINATION

An addendum to the 2020 San Bernardino Countywide Plan Program Environmental Impact Report (PEIR) (SCH No. 2017101033) was prepared for this Project (see Exhibit E). The addendum proposes some changes and additions to the PEIR but concludes that the proposed General Plan Amendment incorporating truck routes in the Valley area and minor text amendments to the Policy Plan text do not trigger the conditions calling for preparation of a subsequent EIR. Therefore, no additional environmental review or mitigation is necessary with this General Plan Amendment.

FINDINGS

Transportation and Mobility Element Amendment

PMISC-2024-00020/GPA

Countywide

Planning Commission Hearing: October 23, 2025

The following findings and the evidence support the adoption of the proposed updates in accordance with San Bernardino County Development Code Section 86.12.060(a)(1)(A)-(B).

The proposed amendment is internally consistent with all other provisions of the respective plan, the General Plan or an applicable specific plan.

The establishment of designated truck routes is intended to minimize adverse impacts on sensitive receptors throughout the County in compliance with state law. Countywide policies TM-5.5 and TM-5.6 support the development and implementation of truck routes both countywide and within unincorporated areas. The primary objective of these policies is to reduce truck-related impacts on residential communities by directing truck traffic toward appropriate corridors, such as freeways and major arterials. The proposed amendment to these existing policies is intended to comply with the requirements of state law. Moreover, adding table TM-2 Weight-Restricted Routes to the Transportation & Mobility Element and defining "Sensitive Receptor" in the glossary will provide further convenience and clarification.

The proposed amendment would not be detrimental to the public interest, health, safety, convenience, or welfare of the County.

Designating truck routes addresses growing concerns about truck traffic and emissions affecting sensitive receptors, such as residential areas. These routes are designed to divert trucks away from neighborhoods and maximize use of freeways and major roadways. Providing designated truck routes is intended to reduce public health and safety impacts associated with heavy truck traffic.

Public Comments:

Bloomington MAC: Six speakers provided public comment, and all speakers expressed concern about the proliferation of illegal truck parking facilities in Bloomington. There were also concerns about the accelerated timeline for the implementation of truck routes. Two speakers indicated that they do not support Cedar Avenue becoming a truck route.

Virtual Outreach: Five attendees were present during the meeting. Most of the participants expressed concern and frustration with the lack of enforcement of existing truck traffic in Bloomington, and that trucks do not follow road signs. One participant suggested that there be weight restrictions placed on Jurupa and Santa Ana Avenue to protect residential areas in the southerly portion of Bloomington. In addition, attendees asked general questions about the AB 98 implementation process and had questions regarding the unincorporated area near San Bernardino Airport.

Planning Commission Study Session: Members of the public expressed concern with the accelerated timeline of truck route implementation and public outreach timing to provide substantial input. There was also frustration with the lack of translation services offered at the meeting.

AB 617 Community Steering Committee (San Bernardino/ Muscoy):

Notice of Public Hearing: Notice of Hearing was provided in the San Bernardino Sun in accordance with Development Code Section 86.07.020. No comment letters or other correspondence in response to this notice have been received at the time of writing this staff report.

RECOMMENDATION:

That the Planning Commission **RECOMMEND** that the Board of Supervisors:

1. Adopt the Addendum to the San Bernardino Countywide Plan Program Environmental Impact Report (SCH.No. 2017101033) (Exhibit E);
2. Adopt the Findings as contained in the Staff Report;

Transportation and Mobility Element Amendment

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Countywide

Planning Commission Hearing: October 23, 2025

3. Approve the General Plan Amendment to amend Policies TM-5.5, TM-5.6, and Policy Map TM-5, and add Policy Map TM-5A and Table TM-2 to the Transportation Plan and Mobility Element; and add a definition of Sensitive Receptor to the Glossary of Terms section of the Policy Plan; and amend Policy IMP-2021-TM-10; and add Policy IMP-2025-TM-11 (Exhibits B, C, and D);
4. Approve update to the County Business Plan, Implementation Plan to amend Policy IMP-2021-TM-10 and add Policy IMP-2025-TM-11 related to truck routes and truck route enforcement.
5. Direct the Land Use Services Department to file a Notice of Determination in compliance with the California Environmental Quality Act.

ATTACHMENTS:

- EXHIBIT A: Policy Map TM-5 Goods Movement (Existing)
EXHIBIT B: Policy Map TM-5, TM-5A Goods Movement (Proposed)
EXHIBIT C: Policy Plan Text Changes (Proposed)
EXHIBIT D: Implementation Plan Text Changes (Proposed)
EXHIBIT E: Addendum to the 2020 San Bernardino Countywide Plan Program Environmental Impact Report
EXHIBIT F: Links to the Final Program Environmental Impact Report

EXHIBIT A

Policy Map TM-5 Goods Movement (Existing)

Policy Map TM-5 Goods Movement

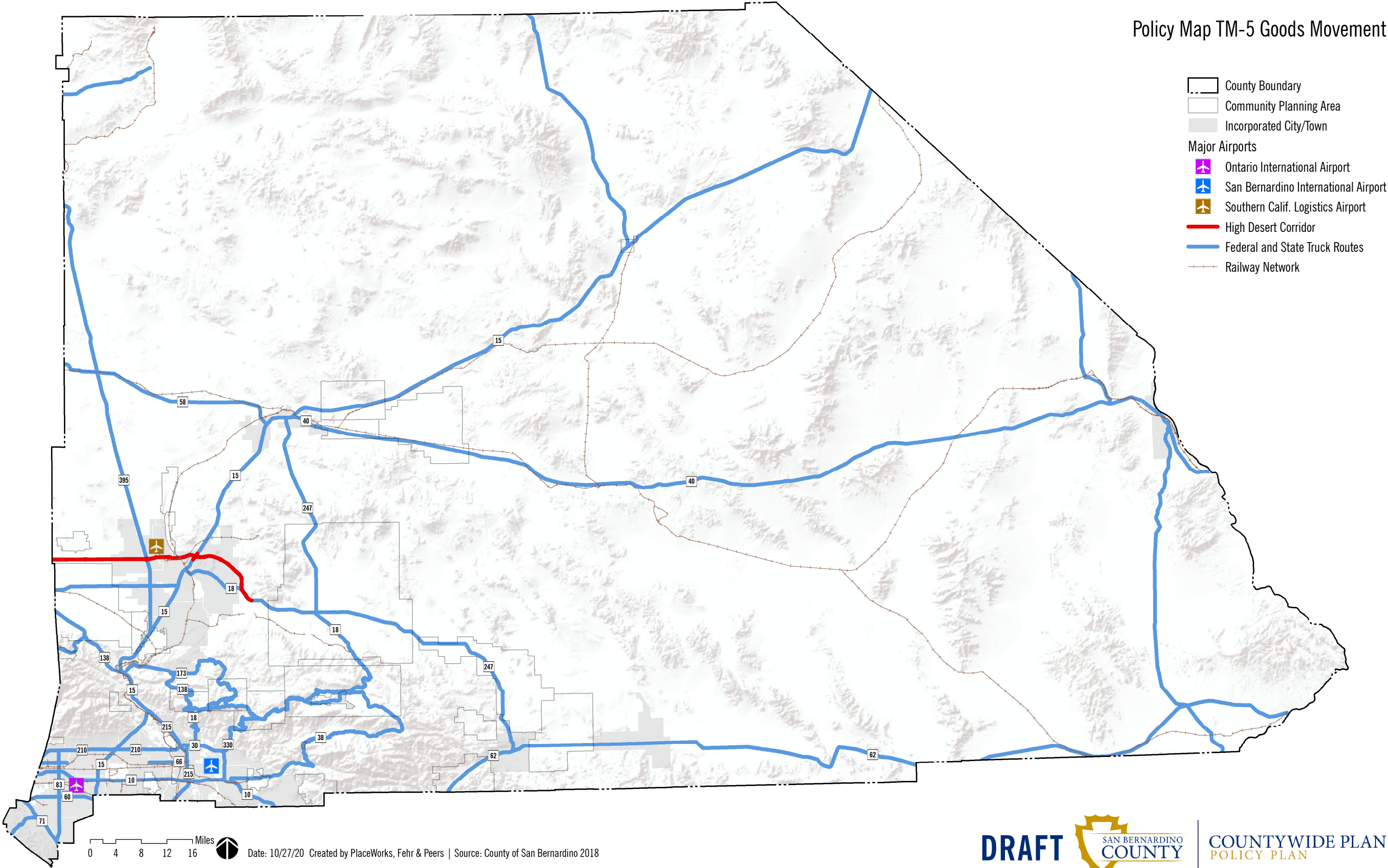
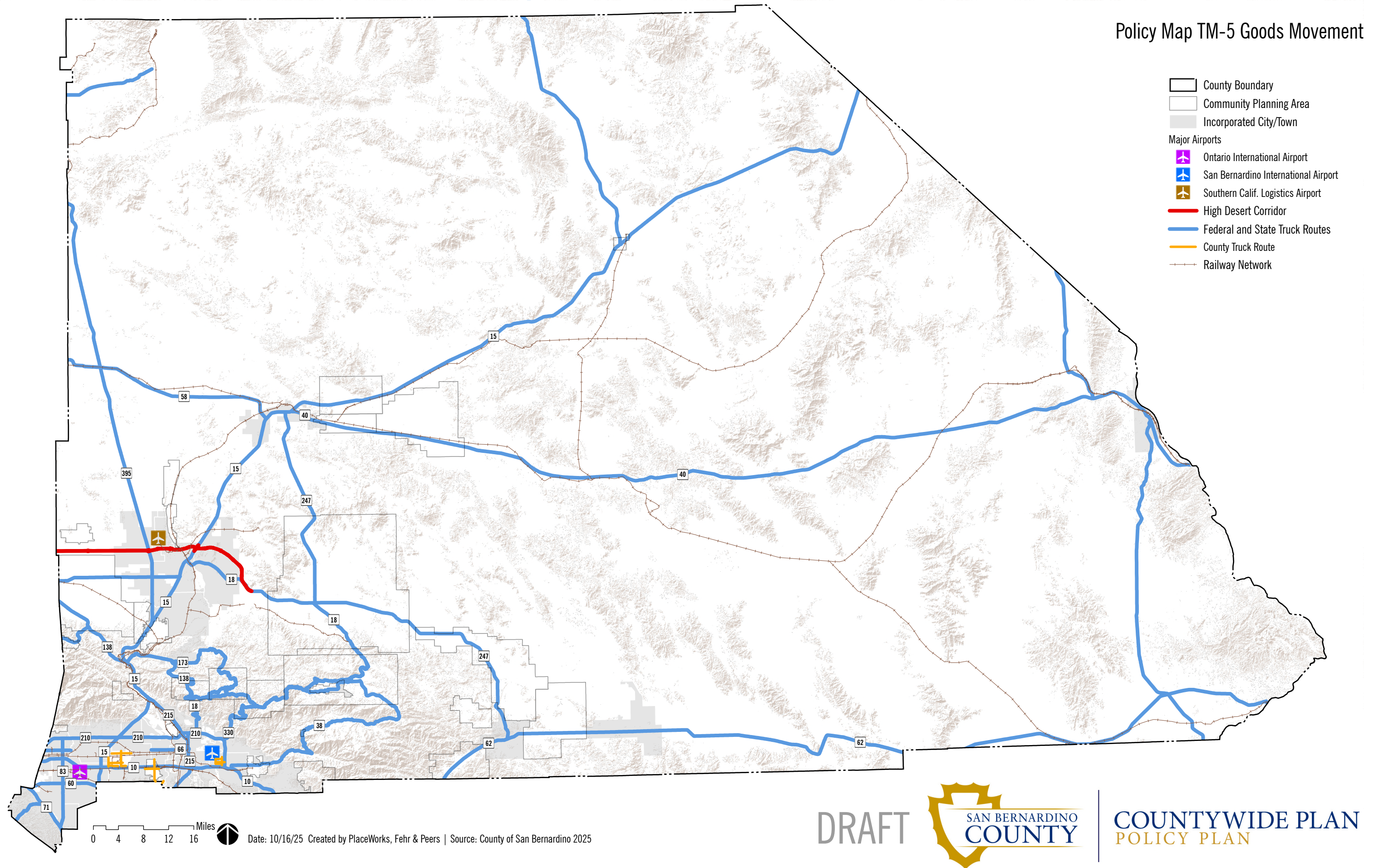


EXHIBIT B

Policy Map TM-5, TM-5A Goods Movement (Proposed)

Policy Map TM-5 Goods Movement

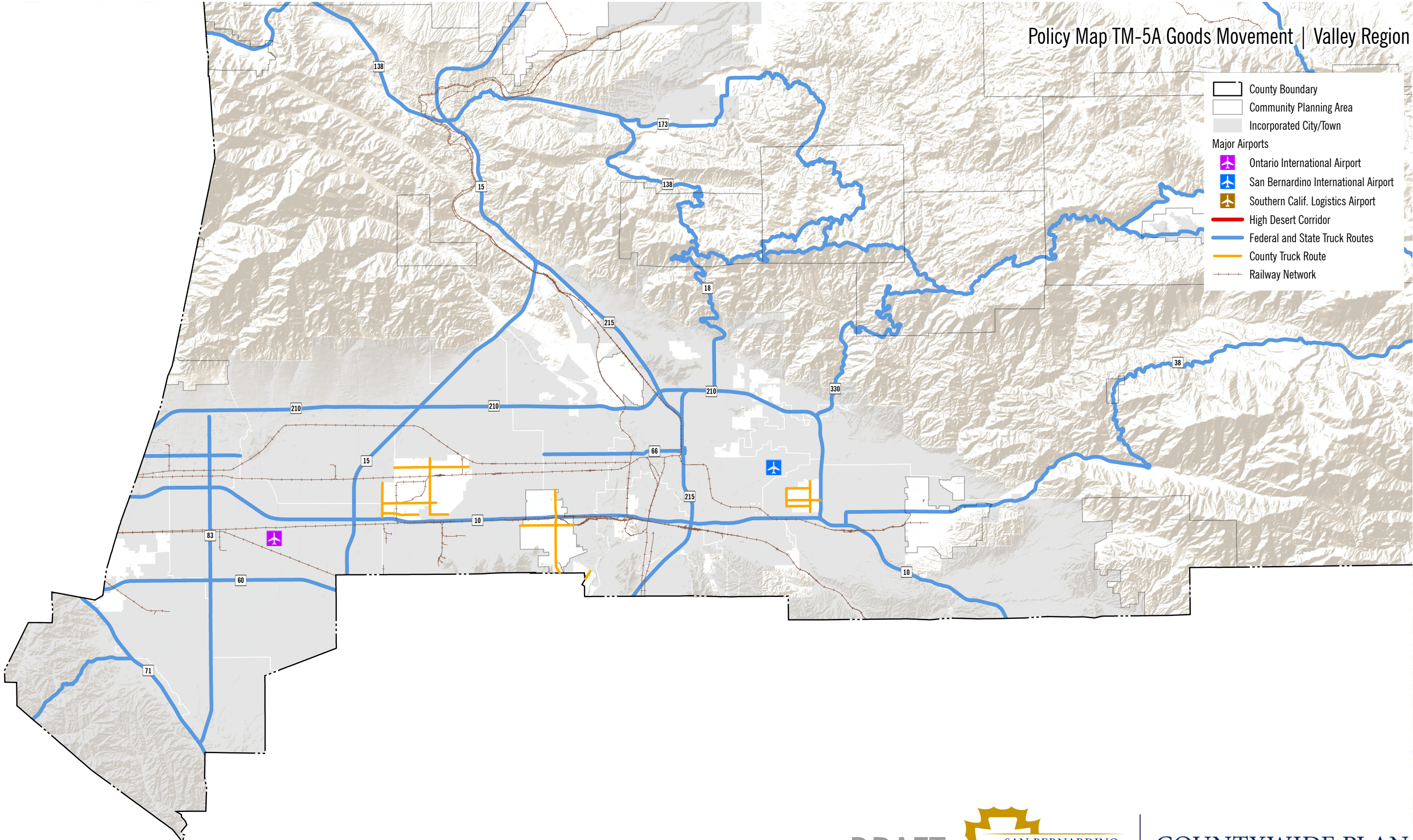


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COUNTYWIDE PLAN
POLICY PLAN

Policy Map TM-5A Goods Movement | Valley Region



- County Boundary
- Community Planning Area
- Incorporated City/Town
- Major Airports
 - Ontario International Airport
 - San Bernardino International Airport
 - Southern Calif. Logistics Airport
- High Desert Corridor
- Federal and State Truck Routes
- County Truck Route
- Railway Network

0 1 2 3 4 Miles



Date: 10/16/25 Created by PlaceWorks, Fehr & Peers | Source: County of San Bernardino 2025

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COUNTYWIDE PLAN
POLICY PLAN

EXHIBIT C

Policy Plan Text Changes (Proposed)

EXHIBIT C

Policy Plan Text Changes (Proposed)

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 and other sensitive receptors. 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 and other sensitive receptors. We establish routes where trucks are prohibited and prioritize enforcement in unincorporated environmental justice focus areas and to avoid overlaps or conflicts with safe routes to schools.

Policy LU-6.5 Industrial amendments and truck routes

We approve Land Use Plan amendments for new industrial development within the Valley region only if they have direct access to federal-, state-, city-, or county-designated truck routes that minimize impacts on residents and other sensitive receptors. We also establish routes where trucks are prohibited to ensure that the truck trips generated by such amendments do not deviate from designated truck trips.

Sensitive Receptors Definition

In the context of truck routes, sensitive receptor means one or more of the following:

- (1) A residence, including, but not limited to, a private home, apartment, condominium unit, group home, dormitory unit, or retirement home.
- (2) A school, including, but not limited to, a preschool, prekindergarten, or school maintaining kindergarten or any of grades 1 to 12, inclusive.
- (3) A daycare facility, including, but not limited to, in-home daycare.
- (4) (A) Publicly owned parks, playgrounds, and recreational areas or facilities primarily used by children.
- (4) (B) For purposes of subparagraph (A), the following types of park and recreation areas shall not be considered a sensitive receptor:
 - (i) Parks and recreation areas included as a condition of approval for the logistics use development.
 - (ii) Land that will be used to ensure the public's right of access to the sea, or other public access, pursuant to the California Coastal Act of 1976 (Division 20 (commencing with Section

30000) of the Public Resources Code) or McAteer-Petris Act (Title 7.2 (commencing with Section 66600)).

(iii) Land developed at or adjacent to an airport or seaport for the express purpose of creating a buffer area between sensitive receptors and an airport or seaport facility.

(5) Nursing homes, long-term care facilities, hospices, convalescent facilities, or similar live-in housing.

(6) Hospitals, as defined in Section 128700 of the Health and Safety Code.

The following table is a proposed addition to the Transportation & Mobility Element. Nearly all of the weight-restricted routes were previously adopted and do not reflect a change from existing conditions. Proposed weight-restricted routes (or changes to existing routes) are identified as tracked changes.

Table TM-2. Weight-Restricted Roadways

Community/Area	Road	Max. Weight	Between Which Roads
VALLEY REGION			
Bloomington	Alameda Avenue	10K lbs.	Valley Boulevard to Grove Place
Bloomington	Alameda Avenue	10K lbs. ¹	Manila Street to Mindanao Street
Bloomington	Ash Street	10K lbs. ¹	Locust Ave to Williams Ave
Bloomington	Ash Street	10K lbs. ¹	Maple Ave to Linden Ave
Bloomington	Aveninda Cortez Street	10K lbs. ¹	Lombardy Ave to Alder Ave
Bloomington	Baywind Lane	10K lbs. ¹	Larch Ave to Meadowlark Lane
Bloomington	Birch Avenue	10K lbs. ¹	Santa Ana Ave. north 0.08 M
Bloomington	Buckskin Drive	10K lbs. ¹	Dream Street East to Larch Avenue
Bloomington	Byrne Street	10K lbs. ¹	Locust Ave to 0.03 M east of Williams Ave
Bloomington	Cactus Avenue	10K lbs.	Jurupa Ave to Santa Ana Ave
Bloomington	Claremont Avenue	10K lbs. ¹	Valley Boulevard to Grove Place
Bloomington	Claremont Avenue	10K lbs.	Manila Street North to Mindanao Street
Bloomington	Courtney Court	10K lbs. ¹	Elm Avenue west 0.07 M
Bloomington	Cricket Drive	14K lbs.	Cactus Avenue to Katydid Avenue
Bloomington	Danbury Avenue	10K lbs. ¹	Gregory Street north 0.09 M
Bloomington	Dream Street	10K lbs. ¹	Buckskin Drive to end
Bloomington	Dumond Avenue	10K lbs. ¹	Birch Street east 0.12M
Bloomington	Dumond Avenue	10K lbs. ¹	0.03 M south of Mindanao Street to Gregory Street
Bloomington	El Rivino Road	10K lbs.	Cactus Avenue to Agua Mansa Road
Bloomington	Elm Street	10K lbs. ¹	Ash Street to Mindanao Street
Bloomington	Elm Street	10K lbs. ¹	Gregory Street for 0.09M
Bloomington	Geronimo Avenue	10K lbs. ¹	Santa Ana Avenue to Geronimo Lane
Bloomington	Geronimo Avenue	10K lbs. ¹	Mindanao Street to Gregory Street
Bloomington	Geronimo Lane	10K lbs. ¹	Geronimo Avenue west 0.04 M
Bloomington	Gregory Street	10K lbs. ¹	Larch Avenue to Spruce Avenue
Bloomington	Gregory Street	10K lbs. ¹	Spahn Drive to Dumond Ave

Table TM-2. Weight-Restricted Roadways

Community/Area	Road	Max. Weight	Between Which Roads
Bloomington	Gregory Street	10K lbs. ¹	Maple Ave to Linden Avenue
Bloomington	Gregory Street	14K lbs.	Larch Avenue to Spruce Avenue
Bloomington	Grove Place	10K lbs.	Larch Avenue to Spruce Avenue
Bloomington	Horseshoe Drive	10K lbs. ¹	Wrangler Drive north 0.15 M
Bloomington	Jurupa Avenue	10K lbs.	Cedar Avenue to Cactus Avenue
Bloomington	Katydid Avenue	14K lbs.	Cactus Avenue to Hall Avenue
Bloomington	La Canada Court	10K lbs. ¹	Linden Ave west 0.12 M
Bloomington	Larch Avenue	10K lbs.	Valley Boulevard to Bloomington Avenue
Bloomington	Larch Avenue	10K lbs. ¹	Santa Ana Avenue to Slover Avenue
Bloomington	Linden Avenue	10K lbs.	Stallion Lane to Santa Ana Avenue
Bloomington	Lombardy Avenue	10K lbs. ¹	Avenida Cortez to end
Bloomington	Manila Street	10K lbs. ¹	Maple Avenue east 0.12 M
Bloomington	Manila Street	10K lbs. ¹	Geronimo Avenue to Spruce Ave
Bloomington	Maple Avenue	10K lbs. ¹	Santa Ana Avenue to Slover Avenue
Bloomington	Meadowlark Lane	10K lbs. ¹	Jurupa Avenue north 0.24 M
Bloomington	Miami Avenue	10K lbs. ¹	Gregory Street north 0.09M
Bloomington	Miami Avenue	10K lbs. ¹	Manila Street north 0.09M
Bloomington	Mindanao Street	10K lbs. ¹	Locust Ave East to 0.16 M east of Maple Avenue
Bloomington	Mindanao Street	10K lbs. ¹	Geronimo Avenue to Spruce Avenue
Bloomington	Mindanao Street	10K lbs. ¹	Laurel Avenue to 0.10 M
Bloomington	Olive Street	10K lbs.	Valley Boulevard to San Bernardino Avenue
Bloomington	Olive Street	10K lbs. ¹	Santa Ana Avenue to Pigeon Court
Bloomington	Orchard Street	10K lbs. ¹	Slover Avenue south 0.12 M
Bloomington	Otilla Street	10K lbs. ¹	Alder Avenue west 0.06 M
Bloomington	Otilla Street	10K lbs. ¹	Laurel Avenue east 0.10 M
Bloomington	Otilla Street	10K lbs. ¹	Spahn Drive east 0.12 M
Bloomington	Otilla Street	10K lbs. ¹	East End Avenue to Laurel Avenue
Bloomington	Pomona Avenue	10K lbs.	Olive Street to Spruce Avenue
Bloomington	Portola Avenue	10K lbs.	Valley Boulevard to Grove Place
Bloomington	Roxbury Avenue	10K lbs. ¹	Manila Street south 0.09 M
Bloomington	Roxbury Avenue	10K lbs. ¹	Gregory Street north 0.09 M
Bloomington	Santa Ana Avenue	10K lbs.	Tamarind Avenue to Laurel Avenue

Table TM-2. Weight-Restricted Roadways

Community/Area	Road	Max. Weight	Between Which Roads
Bloomington	Santa Ana Avenue	10K lbs.	Cedar Avenue to Rialto city limits
Bloomington	Seabreeze Court	10K lbs. ¹	Baywind Lane north 0.10 M
Bloomington	Seventh St	14K lbs.	Cedar Ave easterly 1,250 feet
Bloomington	Spahn Drive	10K lbs. ¹	Mindanao Street to Gregory Street
Bloomington	Steerhead Drive	10K lbs. ¹	Wangler Drive north 0.15 M
Bloomington	Tamarind Court	10K lbs. ¹	Tamarind Avenue east 0.10 M
Bloomington	Tumbleweed Drive	10K lbs. ¹	Buckskin Drive north 0.21 M
Bloomington	Valencia Street	10K lbs. ¹	0.05 M South, Otilla Street North to Slover Avenue
Bloomington	Williams Ave	10K lbs. ¹	Byrne Street to Ash Street
Bloomington	Windy Court	10K lbs. ¹	Santa Ana Avenue north 0.09 M
Bloomington	Wangler Drive	10K lbs. ¹	Dream Street to Tumbleweed Drive
Chino	Bon View Avenue	12K lbs.	Edison Avenue to Riverside Drive
Chino	Chino Avenue	14K lbs.	Pipeline Avenue to State Route 71
Chino	East End Avenue	14K lbs.	Chino Avenue to Riverside
Chino	Lexington Avenue	14K lbs.	Lexington Ave to Chino city limits
Chino	Mustang Rd	14K lbs.	Pipeline Ave to Silicon Ave
Chino	Pipeline Avenue	10K lbs.	Chino Avenue to Philadelphia Ave
Chino	Pipeline Avenue	14K lbs.	Riverside Drive to Chino Avenue
Chino	Grove Avenue	12K lbs.	Edison Ave to Riverside Drive
Chino	Haven Avenue	12K lbs.	Edison Ave to Riverside Drive
Chino	Mckinley Avenue	10K lbs.	Chino Ave to Riverside Drive
Chino	Philadelphia Street	10K lbs.	East End Avenue to Monte Vista Avenue
Chino	Silicon Avenue	14K lbs.	Philadelphia St to Lexington Ave
Chino	Walker Avenue	12K lbs.	Edison Avenue to Riverside Drive
Chino Hills	Rosemary Lane	15/19/23 tons ²	at Carbon Canyon Creek (County bridge no. 710200-02)
Crestline	Old Mill Road	12K lbs.	State Route 138 to Lake Drive
Devore	Devore Road/ Kenwood	10K lbs. ¹	on Devore Road and Kenwood Avenue
Devore	Kenwood Avenue	10K lbs.	I-15 northerly and easterly to Devore Road
Fontana	Almond Avenue	10K lbs.	Whittram Avenue to Foothill Boulevard

Table TM-2. Weight-Restricted Roadways

Community/Area	Road	Max. Weight	Between Which Roads
Fontana	Cottonwood Avenue	10K lbs.	Whittram Avenue to Foothill Blvd
Fontana	Ilex Street	10K lbs.	Whittram Avenue to Foothill Blvd
Fontana	Iris Drive	14K lbs.	Redwood Avenue to Live Oak Avenue
Fontana	Mulberry Avenue	10K lbs.	Whittram Avenue to Foothill Boulevard
Fontana	Rosemary Drive	7K lbs.	Redwood Avenue to Live Oak Avenue
Fontana	Sultana Avenue	14K lbs.	at Foothill Boulevard (southbound only)
Fontana	Almond Avenue	10K lbs.	Arrow Route to Foothill Blvd
Fontana	Banana Ave	10K lbs.	Arrow Route to Foothill Blvd
Fontana	Calabash Avenue	10K lbs.	Whittram Avenue to Foothill Boulevard
Fontana	Calabash Avenue	10K lbs.	Arrow Route to Foothill Boulevard
Fontana	Hemlock Avenue	14K lbs.	San Bernardino Avenue and Merrill Avenue
Fontana	Hemlock Avenue	14K lbs.	Arrow Route to Foothill Blvd
Fontana	Juniper Avenue	10K lbs.	Jurupa Avenue to Santa Ana Avenue
Fontana	Jurupa Avenue	10K lbs.	Alder Avenue and Tamarind Avenue
Fontana	Redwood Avenue	10K lbs.	Arrow Route north 0.6 M
Fontana	San Bernardino Avenue	10K lbs.	Live Oak Avenue to Elm Avenue
Fontana	Sequoia Avenue	10K lbs. ¹	Hemlock Avenue to Beech Ave
Fontana	Seville Avenue	14K lbs.	Live Oak Avenue to Hemlock Avenue
Fontana	Tamarind Avenue	10K lbs.	Jurupa Avenue to Slover Avenue
Fontana	Yucca Avenue	14K lbs.	Live Oak Avenue to Hemlock Avenue
Highland	Greenspot Road	10/16/19 tons ²	at Plunge Creek (Bridge no 392800-02)
Mentone	Garnet Street	19/24/28 tons ²	at Mill Creek (County Bridge no. 376450-02)
Muscoy	State Street	10K lbs.	Nolan/Short Street to Highland Avenue
Redlands	Beaumont Avenue	20/22/23 tons ²	at San Timoteo Creek (County Bridge no 159150-02)
Redlands	New Jersey Street	20/31/36 tons ²	at the Morey Arroyo (County bridge no. 591050-02)
MOUNTAIN REGION			
Jenks Lake	Jenks Lake Road	Oversize	General prohibition
Lake Arrowhead	Wabash Ave	10K lbs.	Kuffel Canyon Road and Klamath Drive

Table TM-2. Weight-Restricted Roadways

Community/Area	Road	Max. Weight	Between Which Roads
Lake Arrowhead	Arrowhead Villa Road	10K lbs.	State Hwy 18 to Kuffel Canyon Road
Lake Arrowhead	Cottage Grove Road	10K lbs. ¹	State Hwy 173 to Burnt Mill Road
Lake Arrowhead	Fremont Road	10K lbs.	Shenandoah Drive and State Highway 173
Lake Arrowhead	Grass Valley Road	10K lbs. ¹	Peninsula Drive to State Hwy 173
Lake Arrowhead	Klamath Drive	10K lbs.	Wabash Drive and Shenandoah Drive
Lake Arrowhead	Shenandoah Drive	10K lbs.	Kuffel Canyon Road and Fremont Road
Lake Arrowhead	Sycamore Drive	10K lbs. ¹	Kuffel Canyon Road to Greenbriar Drive
Lytle Creek	Lytle Creek Road	15/24/28 tons ²	Bridge number 510900 AE 02
Oak Glen	Oak Glen Road	17/25/31 tons ²	at Wilshire Creek (County bridge no. 604500-02)
Running Springs	Live Oak Drive	10K lbs.	State Hwy. 330 to State Hwy 18
Seven Oaks	Radford Camp Road	9/14/15 tons ²	at Santa Ana River (County Bridge #684250-02)
Seven Oaks	Seven Oaks Road	19/28/34 tons ²	at the Santa Ana River (County Bridge # 742650-02)
Wrightwood	Lone Pine Canyon Road	10K lbs. ¹	State Hwy 138 to State Hwy 2
Wrightwood	Sheep Creek Drive	10K lbs. ¹	Lone Pine Canyon Road to State Hwy 2
NORTH DESERT REGION			
Apple Valley	Central Road	10K lbs. ¹	Roundup Way to Poppy Road
Apple Valley	Roundup Way	10K lbs. ^{1v}	Kiowa Road to Central Road
Barstow Heights	L Street	14K lbs.	Rimrock Road to I-15
Helendale	Blue Water Road	14K lbs.	Helendale Road into Silver Lakes community
Helendale	Chaparral Lane	14K lbs.	Helendale Road into Silver Lakes community
Helendale	Jade Lane	14K lbs.	Shadow Mountain Road into Silver Lakes community
Helendale	Mountain Springs Road	14K lbs.	Silver Lakes Parkway into Silver Lakes community
Helendale	Newport Way	14K lbs.	Shadow Mountain Road into Silver Lakes community
Helendale	Rivers Edge Road	14K lbs.	Shadow Mountain Road into Silver Lakes community
Helendale	Robin Lane	14K lbs.	Mountain Springs Road into Silver Lakes community
Helendale	Sandal Wood Lane	14K lbs.	Helendale Road into Silver Lakes community
Helendale	Silver Lakes Pkwy	14K lbs.	Shadow Mountain Road into Silver Lakes community
Helendale	Sunshine Lane	14K lbs.	Helendale Road into Silver Lakes community
Helendale	Vista Road	14K lbs.	Helendale Road into Silver Lakes community

Table TM-2. Weight-Restricted Roadways

Community/Area	Road	Max. Weight	Between Which Roads
Helendale	Wildflower Lane	14K lbs.	Helendale Road into Silver Lakes community
Hesperia	Summit Valley	10K lbs.	1.88 M north of State Hwy 138 to Hesperia city limits
Hinkley	Hinkley Road	15/23/30 tons ²	crosses Mojave River, 0.75 M north of National Trails Hwy (Bridge #54C0441)
North Desert (Amboy/Siberia)	National Trails Highway	Oversize	Siberia Ditch Bridget and El Rovia Ditch Bridge
North Desert (Amboy)	National Trails Highway	14/23/29 tons ²	Amboy Road in Amboy to Kelbaker Road
North Desert (Amboy/Chambless)	National Trails Highway	15/24/30 tons ²	Kelbaker Road to Cadiz Road
North Desert (Amboy/Ludlow)	National Trails Highway	6K lbs.	Crucero Road in Ludlow to Amboy Road in Amboy (max bridge loading)
North Desert (Barstow/Helendale)	Indian Trail	10/15/20 tons ²	at the Mojave River (County bridge no. 436900 JA-02)
North Desert (Chambless/Danby)	National Trails Highway	6/14/17 tons ²	From Cadiz Road to Danby Road
North Desert (Danby/Essex)	National Trails Highway	10/13/19 tons ²	From Danby Road to Essex Road
Parker Dam	Parker Dam Bridge/Road	Oversize	Must not cross bridge
Stoddard Wells	Johnson Road	10K lbs.	north side, Dale Evans Parkway to Stoddard Wells Rd
Yermo	Ghost Town Road	Oversize	Yermo Road to Yermo Cutoff
EAST DESERT REGION			
Joshua Tree	Border Avenue	10K lbs. ¹	Golden Street to Aberdeen Drive
Joshua Tree	Golden Street	10K lbs. ¹	Sunburst Avenue to Border Avenue
Joshua Tree	Sunburst Avenue	10K lbs.	State Hwy 62 to Golden Street
Notes:			
1. Excludes vehicles used for local deliveries, school buses, utility trucks, and vehicles used for collection of garbage.			
2. X/X/X indicates weight limit for vehicle/semi-trailer/truck & full trailer			

**Implementation Plan
Text Changes (Proposed)**

EXHIBIT D

Implementation Plan Text Changes (Proposed)

Policy IMP-2021-TM-10 Truck Routes

Coordinate with the San Bernardino County Transportation Authority (SBCTA) and incorporated jurisdictions to develop and maintain a countywide system of regional truck routes. Update the Policy Plan and adopt an ordinance to establish local truck routes and expand non-truck routes (where trucks are prohibited) in unincorporated areas. Ensure truck routes avoid to the maximum extent possible, safe routes to schools, and minimize exposure to other sensitive receptors.

Policy IMP-2025-TM-11 Truck Route Enforcement (new)

Coordinate with the California Highway Patrol to ensure appropriate training and certification is obtained for the enforcement of truck routes consistent with state law. Prioritize enforcement of truck routes and truck parking code violations in environmental justice focus areas.

EXHIBIT E

**Addendum to the 2020
San Bernardino
Countywide Plan
Program Environmental
Impact Report**

County of San Bernardino

COUNTYWIDE PLAN UPDATE: AB 98 COMPLIANCE

October 2025 | EIR Addendum



October 2025 | EIR Addendum

COUNTYWIDE PLAN UPDATE: AB 98 COMPLIANCE

County of San Bernardino

Prepared for:

County of San Bernardino

Contact: Lauren Miracle, Planner
Land Use Services Department
385 N. Arrowhead Avenue
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909-659-5384

Prepared by:

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ENVIRONMENTAL CHECKLIST

PROJECT INFORMATION

Project Title:

Countywide Plan Update: AB 98 Compliance

Lead Agency Name and Address:

County of San Bernardino
Land Use Services Department
385 N. Arrowhead Avenue
San Bernardino, CA 92415

Contact Person and Phone Number:

Lauren Miracle, Planner
909-659-5384

Project Location: County of San Bernardino

Project Sponsor's Name and Address:

County of San Bernardino
Land Use Services Department
385 N. Arrowhead Avenue
San Bernardino, CA 92415

General Plan Designation: Designations per Countywide Plan

Zoning: Countywide

Description of Project:

Update of the Land Use and Transportation and Mobility Elements of the County's Policy Plan (General Plan) to comply with AB 98 (signed into law September 29, 2024, and as amended by SB 415 signed into law October 3, 2025). In addition to new siting requirements and operational standards for logistics facilities, the law requires designating truck routes to minimize impacts on surrounding communities, particularly the air quality, noise, and lighting impacts to sensitive receptors. By state law definition, sensitive receptors include residential uses, schools, daycare facilities, public parks, playgrounds, nursing homes and hospitals.

ENVIRONMENTAL CHECKLIST

Surrounding Land Uses and Setting:

Within the unincorporated County, it was determined that new truck routes and weight-restricted truck routes were appropriate in four unincorporated communities—all within the Valley region: East Valley Area Plan (surrounded by the City of Redlands), unincorporated Fontana sphere of influence (SOI), Muscoy (City of San Bernardino SOI), and Bloomington (City of Fontana SOI and City of Rialto SOI). The detailed project description includes roadway and land use mapping of the project areas and surroundings.

Other Public Agencies Whose Approval Is Required (e.g., Permits, Financing Approval, or Participating Agreement):

None.

Although no approvals are required by other agencies for adoption of the Countywide Plan updates, the County has coordinated with the surrounding cities to appropriately designate truck routes consistent with the surrounding network of extending through incorporated areas.

Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code Section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

The County forwarded notification letters to California Native American tribes and tribal contacts on September 9, 2025. As of October 13, 2025, five responses were received. Representatives from the Ft. Yuma Quechan Indian Tribe, Agua Caliente Band of Cahuilla Indians, Quechan Indian Tribe of the Fort Yuma Reservation, and Santa Rosa Band of Cahuilla Indians responded that their respective tribes did not wish to comment on the project. The representatives from both the Gabrieleno Band of Mission Indians- Kizh Nation and the Yuhaaviatam of San Manuel Nation responded that they request consultation only if construction, roadwork, or ground disturbance resulting from the amendment is initiated.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

Chapter 3 of this document summarizes the environmental impact conclusions of the Certified EIR and concludes that the proposed project meets the conditions described in CEQA Guidelines Section 15164 for preparation of an Addendum.

DETERMINATION

On the basis of this initial evaluation:

- ☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☒ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature

Date

ENVIRONMENTAL CHECKLIST

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1. INTRODUCTION

1.1 OVERVIEW

This document is an Addendum to the San Bernardino Countywide Plan Environmental Impact Report (CWP EIR), State Clearinghouse No. 2017101033, which was certified on October 27, 2020. The Addendum evaluates the potential environmental impacts of the currently proposed updates to the CWP in comparison to the CWP as approved in 2020. The 2020 approved CWP serves as “baseline” conditions for the impact comparison. In particular, the impacts of truck traffic pursuant to the routes identified in the 2020 CWP and analyzed in the CWP EIR are compared to the likely redistribution of truck traffic that would result upon modified truck route designation in the Transportation and Mobility Element and associated policy and implementation refinements (proposed project).

1.2 BACKGROUND AND PURPOSE

On September 29, 2024, Assembly Bill 98 (AB 98) was signed into law, introducing significant changes to how California regulates large-scale logistics facilities. These facilities, which are primarily used for handling, storing, and distributing goods, will now be subject to new siting, building, and operational standards. The goal of the legislation is to reduce the negative impacts of these operations on surrounding communities, particularly in terms of traffic congestion, air pollution, and light pollution.

A key component of AB 98 is the requirement for cities and counties to update the circulation elements of their general plans. For the County of San Bernardino, this requirement applies to the Transportation & Mobility Element of the Policy Plan (the County’s name for its General Plan). State law (California Government Code Section 65302.02) requires that the County consider the following when updating its truck routes:

- 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 percent commercial or industrial.
- Minimize exposure of sensitive receptors to truck routes.
- Engage the community to obtain input.

1. INTRODUCTION

Sensitive receptors, as defined in state law, include residential uses, schools, daycare facilities, public parks, playgrounds, nursing homes, and hospitals. The term “trucks” and “truck routes” reflect “heavy-duty trucks” as defined in the statutory language enacted through AB 98. Heavy-duty trucks are categorized as class 7 or 8 vehicles with a gross vehicle weight rating that is greater than 26,000 pounds. Large box trucks or utility trucks are examples of class 7 vehicles. Semi-trucks (that carry containers to and from ports, warehouses, and businesses) and garbage trucks are examples of class 8 vehicles. Local jurisdictions also designate truck routes for vehicles that are categorized as class 4, 5, or 6 with a gross vehicle weight rating between 14,000 and 26,000 pounds (buses, small box trucks, and flatbed trucks).

Local jurisdictions, including the County, also apply weight restrictions along some roadways that limit access to light-duty vehicles (passenger cars, pickup trucks, SUVs, and delivery vans) that are classified as class 1 or 2 with a gross vehicle weight below 10,000 pounds), or some medium-duty vehicles, class 3 with a maximum gross vehicle weight of 14,000 pounds (equipment trucks, medium delivery vans).

It is also important to note that, regardless of state or county truck route designations, federal law (23 CFR 658.19(a)) allows heavy-duty trucks to travel away from the national network (freeways) along state highways and local roads by the safest and most practical route when necessary to serve businesses and obtain food/rest/repairs. This means that heavy-duty trucks may legally travel on roads that are not designated truck routes (federal, state, city, or county) to access the businesses they serve and to obtain services.

The jurisdiction for the County is shown in Figure 1, *County Unincorporated Area*. Jurisdictions with a high concentration of warehouses, such as San Bernardino County, must update their truck routes by January 1, 2026 (all other jurisdictions with logistics uses have until 2028 or 2030, depending upon their population). Figure 2, *Warehouse Concentration Areas*, depicts the city and County areas subject to the earlier deadline, including cities in San Bernardino County and Riverside County, and unincorporated Riverside County (not all unincorporated areas show to improve map legibility).

To comply with state law, the County is updating truck route-related mapping and policy language in the Policy Plan and Implementation Plan based on an analysis of existing and future land use patterns; existing federal, state, and local truck routes; and outreach activities that included the general public, adjacent jurisdictions, and regional agencies.

After adoption of these changes, the County will move forward with implementation by publishing truck routes in a digital format for warehouse operators, fleet 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 consistent with new truck routes. Finally, the County will evaluate how to update its strategies and approaches to enforce the new truck routes.

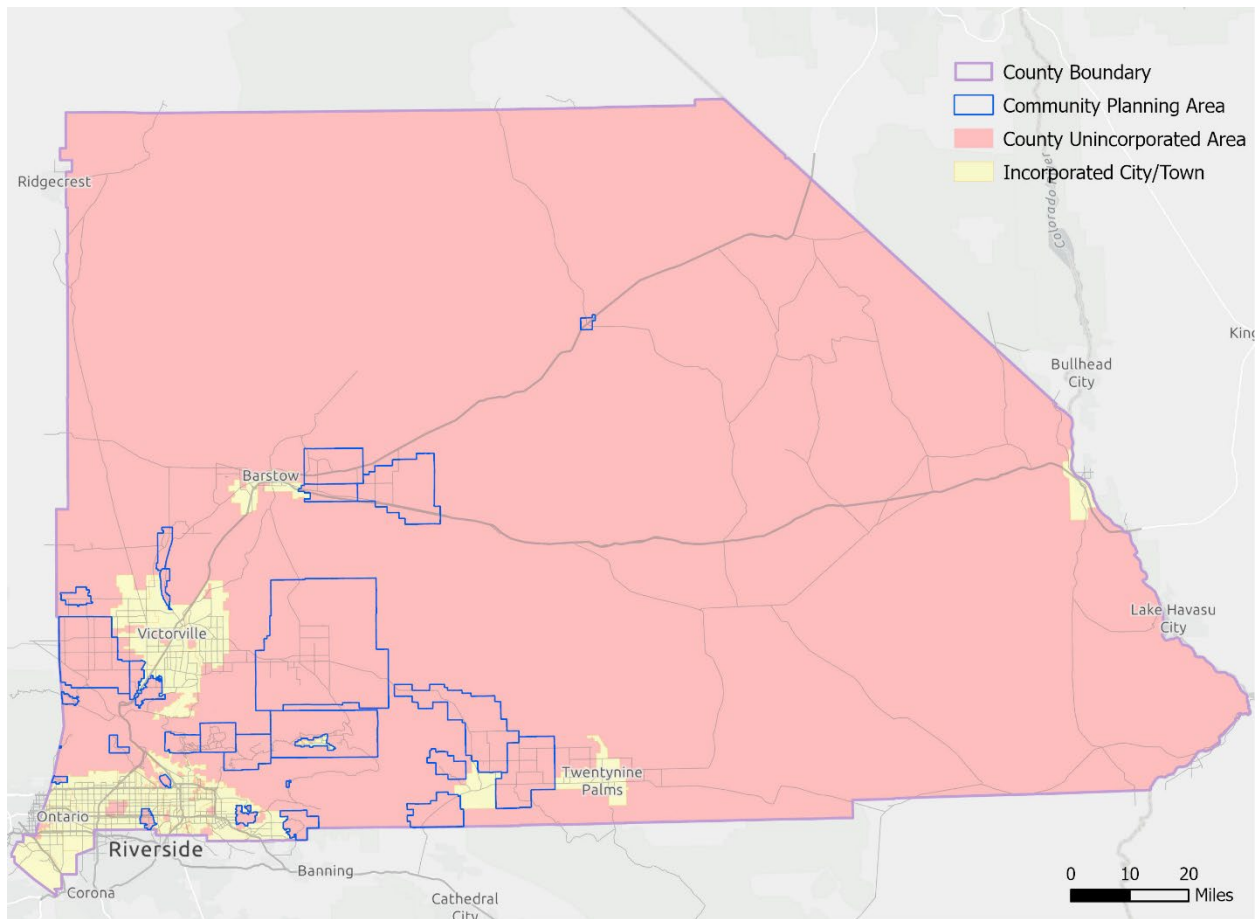
1. INTRODUCTION

On October 3, 2025, Senate Bill 415 (SB 415) was signed into law, and refined the provisions enacted through AB 98. The changes relevant to San Bernardino County consist of minor refinements to the definition of sensitive receptors (excepting certain parks and recreation areas used as buffers) and the addition of requirements for enforcement officer training and certification. As the training and certification will be conducted by the California Highway Patrol, who currently serves as the enforcement agency for truck routes on behalf of San Bernardino County, the County will not need to conduct additional actions to comply with this requirement.

While additional updates to the County's truck routes may be warranted in the future as other jurisdictions update their own truck routes to comply with state law, the potential for further changes is speculative at this time. In an ongoing fashion, the County will evaluate the need to update its truck routes and/or collaborate on adjusting truck routes in other jurisdictions.

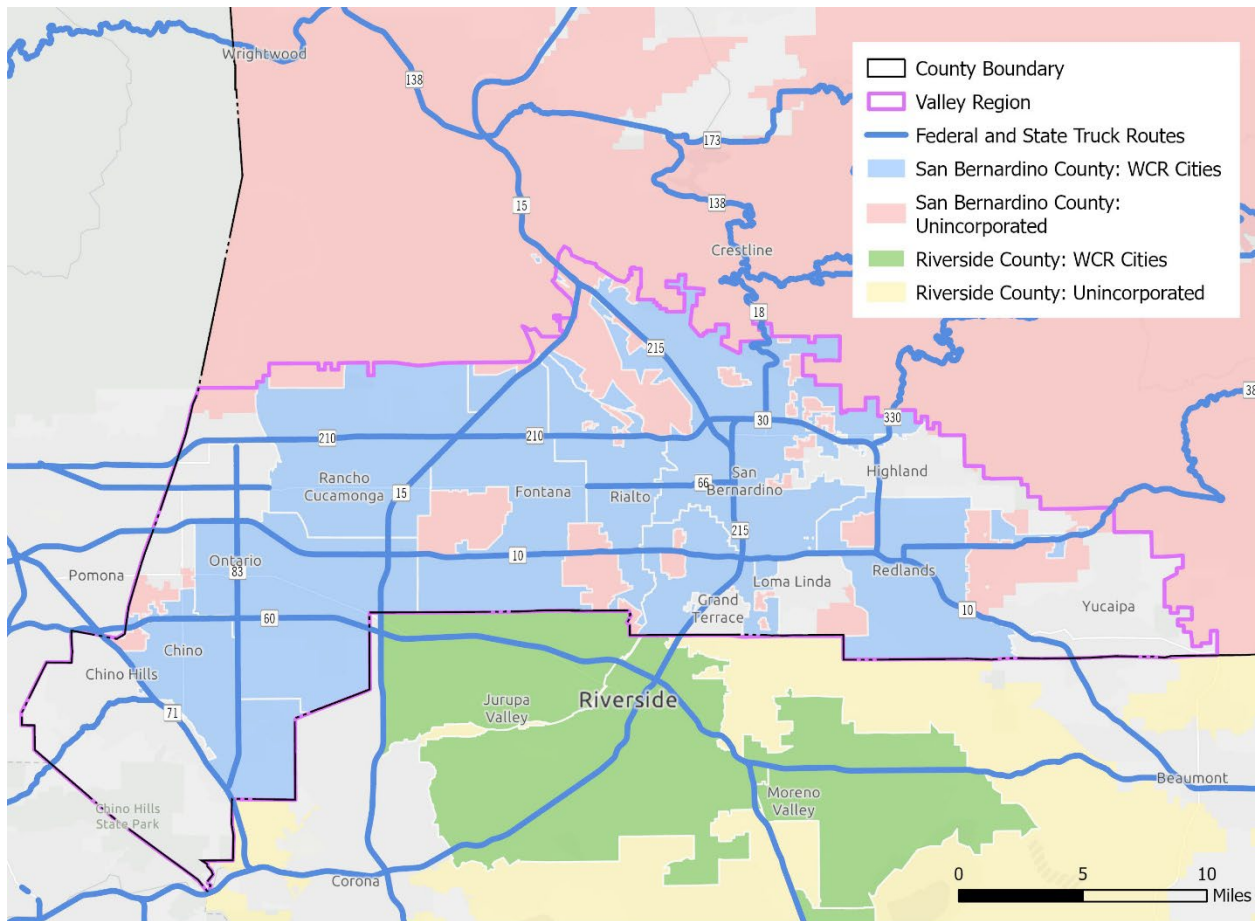
1. INTRODUCTION

Figure 1 County Unincorporated Area



1. INTRODUCTION

Figure 2 Warehouse Concentration Areas



1. INTRODUCTION

1.3 ENVIRONMENTAL PROCEDURES

Pursuant to CEQA and the State CEQA Guidelines, this Addendum focuses on whether implementation of the proposed project would require major revisions to the Certified EIR due to the potential for new significant environmental effects or a substantial increase in the severity of previously identified significant effects, pursuant to State CEQA Guidelines Section 15162.

Pursuant to Public Resources Code Section 21166 and Section 15162 of the State CEQA Guidelines, when an EIR has been certified or a negative declaration adopted for a project, no subsequent or supplemental EIR or negative declaration shall be prepared for the project unless the lead agency determines that one or more of the following conditions are met:

- (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- (2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:
 - (A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
 - (B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;
 - (C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

1. INTRODUCTION

- (D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

A supplement to an EIR (supplemental EIR), which is narrower in scope than a subsequent EIR, may be prepared if any of the above criteria apply, but “only minor changes or additions would be necessary to make the previous EIR adequately apply to the project in the changed situation” (CEQA Guidelines Section 15163(a)). In the absence of the need to prepare either a subsequent or supplemental EIR, an addendum to a previously certified EIR may be prepared. Section 15164 states:

- (a) The lead agency or a responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.
- (b) An addendum to an adopted negative declaration may be prepared if only minor technical changes or additions are necessary or none of the conditions described in Section 15162 calling for the preparation of a subsequent EIR or negative declaration have occurred.
- (c) An addendum need not be circulated for public review but can be included in or attached to the final EIR or adopted negative declaration.
- (d) The decision making body shall consider the addendum with the final EIR or adopted negative declaration prior to making a decision on the project.
- (e) A brief explanation of the decision not to prepare a subsequent EIR pursuant to Section 15162 should be included in an addendum to an EIR, the lead agency’s findings on the project, or elsewhere in the record. The explanation must be supported by substantial evidence. (CEQA Guidelines § 15164)

This Addendum to the Certified EIR has been prepared because evaluation of the proposed project has not indicated any of the circumstances requiring a subsequent or supplemental EIR is required. As demonstrated in Chapter 3, *Environmental Analysis*, of this Addendum, the proposed project would not result in new or more severe impacts than the approved project, and it would not trigger the need for preparation of a subsequent or supplemental EIR under the criteria in CEQA Guidelines Sections 15162(a) and 15163(a). The proposed project would not change the assumptions made under the CWP EIR.

1. INTRODUCTION

This Addendum demonstrates that no substantial changes are proposed to the approved project or have occurred in the development area covered by the CWP EIR that would require major revisions to the Certified EIR or substantially increase the severity of previously identified significant effects (see CEQA Guidelines Section 15162[a][1]). Therefore, the impacts of the proposed project are within the levels and types of environmental impacts disclosed in the Certified EIR.

As substantiated in Chapter 3 of this Addendum, the proposed project would not result in new significant impacts or substantially increase the severity of the impacts of the approved project due to substantial changes in circumstances since the certification of the EIR (see CEQA Guidelines Section 15162[a][2]).

In addition, no information that was not known and could not have been known at the time the CWP EIR was certified has been revealed that shows new or substantially more severe significant impacts would result (see CEQA Guidelines Section 15162[a][3]). There are no new or considerably different mitigation measures that would substantially reduce one or more significant impacts of the approved project but that are not adopted.

Because this Addendum does not identify new or substantially more severe significant impacts, circulation for public review and comment is not necessary (CEQA Guidelines Section 15164[c]). However, the County has considered this Addendum together with the previously certified EIR prior to adoption of the proposed project, pursuant to CEQA Guidelines Section 15164(d).

1.4 SAN BERNARDINO COUNTYWIDE PLAN: APPROVED PROJECT

1.4.1 CWP Overview

Adopted in 2020, the Countywide Plan was based on the County's effort launched in 2015 to create a web-based, comprehensive, "Complete County" plan that complements and informs the Countywide Vision by taking into account, not just land-use planning, but all services provided by County government as well as the unique values and priorities of each unincorporated community. The CWP was developed to serve as a guide for County decision making, financial planning, and communications, consisting of three major components were defined for the plan: 1) a County Policy Plan, 2) a Community Planning Continuum, and 3), a County Business Plan.

The EIR prepared for the CWP focused on the Policy Plan because it is the component that includes the proposed land use designations and policies that have the potential to result in physical environmental impacts. The Policy Plan is the County's long-term guide for developing,

1. INTRODUCTION

servicing, maintaining, protecting, and improving its lands, resources, people, institutions, and organizations. The Policy Plan consists of goals and policies presented in four primary sections, eleven elements, and over two dozen topics.

■ **Built Environment Section**

- Land Use Element
- Housing Element*
- Infrastructure & Utilities
- Transportation & Mobility Element

■ **Resources & Conservation**

- Natural Resources Element
- Renewable Energy & Conservation Element*
- Cultural Resources Element

■ **Safety and Security**

- Hazards Element
- Personal & Property Protection Element

■ **Economic & Human Wellness**

- Economic Development Element
- Health & Wellness

*Note that the Housing Element (2014-2021) and the Renewable Energy Conservation Element began and were adopted in advance and independently of the CWP. The CWP did not propose any changes to these elements and they were incorporated into the CWP when it was finalized. The 2021-2029 Housing Element was subsequently prepared and approved by the County's Board of Supervisors on September 27, 2022. An EIR Addendum to the 2020 CWP EIR evaluated the potential environmental impacts of the updated Housing Element (July 2022).

The Business Plan provides overarching and ongoing guidance for existing County processes (i.e., budget, goals and objectives, performance measures, etc.), and consists of a policy-based Governance Element and an action-oriented Implementation Plan.

1.4.2 Transportation and Mobility

The Transportation and Mobility Element (TM Element) is included in the Built Environment component of the CWP. The TM Element defines key planning principles and defines the following goals.

1. INTRODUCTION

GOALS

Goal TM-1: Roadway Capacity

Unincorporated areas served by roads with capacity that is adequate for residents, businesses, tourists, and emergency services.

Goal TM-2: Road Design Standards

Roads designed and built to standards in the unincorporated areas that reflect the rural, suburban, and urban context as well as the regional (valley, mountain, and desert) context.

Goal TM-3: Vehicle Miles Traveled

A pattern of development and transportation system that minimizes vehicle miles traveled.

Goal TM-4: Complete Streets, Transit, and Active Transportation

On- and off-street improvements that provide functional alternatives to private car usage and promote active transportation in mobility focus areas.

Goal TM-5: Goods Movement

A road, rail, and air transportation system that supports the logistics industry and minimizes congestion in unincorporated areas.

Goal TM-6: Airports

A network of local and regional airports that meet regional and local aviation needs.

GOODS MOVEMENT POLICIES

The proposed TM Element updates that are the subject of this Addendum pertain to Goal TM-5, Goods Movement. The existing policies supporting this Goal are as follows.

- **Policy TM-5.1 Efficient goods movement network.** We advocate for the maintenance of an efficient goods movement network in southern California.
- **Policy TM-5.2 Intermodal facility.** We support the development of an intermodal facility in connection with the Southern California Logistics Airport.
- **Policy TM-5.3 High Desert Corridor.** We support the development of the High Desert Corridor to improve the regional goods movement network and foster economic development in the North Desert region.
- **Policy TM-5.4 Grade separations.** We support grade separations to reduce conflicts between rail facilities and roadways, subject to available funding.

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- **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 may 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 TM-5.7 Trucking-intensive businesses.** We require trucking-intensive businesses to pay their fair share of costs to build and maintain adequate roads.

GOODS MOVEMENT POLICY MAP

Figure 3 is the CWP policy map TM-5, *Goods Movement*. This map displays the network of truck routes that travel across San Bernardino County and adjacent jurisdictions. The routes primarily align with federal and state truck routes along with the future High Desert Corridor.

1.4.3 Land Use

The Land Use Element (LU Element) is included in the Built Environment component of the CWP. The LU Element defines key planning principles and defines the following goals.

GOALS

Goal LU-1: Fiscally Sustainable Growth

Growth and development that builds thriving communities, contributes to our Complete County, and is fiscally sustainable.

Goal LU-2: Land Use Mix and Compatibility

An arrangement of land uses that balances the lifestyle of existing residents, the needs of future generations, opportunities for commercial and industrial development, and the value of the natural environment.

Goal LU-3: Annexations and Sphere Development

Annexations and development in spheres of influence that improve the provision of public services to incorporated and unincorporated residents and businesses.

Goal LU-4: Community Design

Preservation and enhancement of unique community identities and their relationship with the natural environment.

1. INTRODUCTION

Goal LU-5: Military Mission

The federal government maintains and invests in military facilities and operations in the county to further the mission of national defense, thereby generating employment opportunities for residents and commercial opportunities for businesses in the county.

Goal LU-6: Amendments to the Policy Plan

Growth and development in the unincorporated county in a manner that requires few and infrequent amendments to the Policy Plan.

GOODS MOVEMENT POLICIES

The proposed LU Element updates that are the subject of this Addendum pertain to Goal LU-6, Amendments to the Policy Plan. The existing policies supporting this Goal are as follows.

- **Policy LU-6.4 Industrial amendments near schools and parks.** We approve Land Use Plan amendments for new industrial development only if they are at least one-half mile from an existing or planned public primary or secondary school or public park. We may waive this requirement for obsolete school or park sites or for industrial amendments submitted through a specific plan.

1.4.4 Glossary

The term “sensitive land uses” is currently in the Policy Plan Glossary.

- **Sensitive land uses.** Types of facilities that the California Air Resources Board recommends being protected from sources of air pollution. Sensitive land uses include residences, childcare centers, educational institutions, medical facilities, senior care facilities, and parks and recreation facilities.

1.4.5 Implementation Plan

The Implementation Plan is included in the Business Plan component of the CWP. The Implementation Plan consists of actions taken to carry out the Countywide Plan policies and continue progress toward achieving the Countywide Plan goals.

GOODS MOVEMENT ACTIONS

The proposed updates that are the subject of this Addendum pertain to the Transportation and Mobility Element, with the existing implementation action shown below.

- **IMP-2021-TM-10 Truck Routes.** Coordinate with the San Bernardino County Transportation Authority (SBCTA) and incorporated jurisdictions to establish a subcommittee to develop a

1. INTRODUCTION

countywide system of regional truck routes. Adopt an ordinance to establish local truck routes and expand non-truck routes (where trucks are prohibited) in unincorporated areas. Ensure truck routes avoid to the maximum extent possible, safe routes to schools.

1.5 PRIOR ENVIRONMENTAL DOCUMENTATION: CWP EIR

The proposed project is an amendment to the Transportation and Mobility Element of the Countywide Plan. Therefore, this Addendum relies on the findings of the June 2019 Draft EIR and August 2020 Final EIR and, per CEQA Guidelines section 15164, contains all the information necessary to ensure that the Addendum fully evaluates the proposed project.

In accordance with CEQA Guidelines Sections 15148 and 15150, this Addendum incorporates the 2020 Certified EIR (and its constituent parts) by reference. All documents incorporated by reference are available for review at the County of San Bernardino Land Use Services Department, 385 N. Arrowhead Avenue, San Bernardino, CA 92415. A summary of the 2020 Certified EIR follows.

1. INTRODUCTION

Figure 3 CWP Policy Map TM-5, *Goods Movement*



1. INTRODUCTION

2019 DRAFT EIR FOR THE SAN BERNARDINO COUNTYWIDE PLAN

The County of San Bernardino circulated the 2019 Draft EIR for a 45-day public review period beginning June 17, 2019, and ending August 15, 2019. The EIR evaluated 18 topics in detail.

The following impacts were considered less than significant without mitigation:

- Aesthetics
- Agricultural and Forestry Resources
- Geology and Soils
- Hydrology and Water Quality
- Land Use and Planning
- Minerals
- Noise
- Population and Housing
- Public Services
- Recreation
- Tribal Cultural Resources
- Utilities and Treatment Systems

The following impacts were identified as having potentially significant impacts that could be mitigated, avoided, or substantially lessened.

- Cultural Resources

The EIR identified the following environmental categories as having significant and unavoidable impacts that could not be fully alleviated by incorporating mitigation.

- **Air Quality** (AQMP consistency, regional operation emissions, regional construction emissions, and cumulative health risk)
- **Biological Resources** (Special status wildlife and vegetation species)
- **Greenhouse Gas Emissions** (Inability to achieve GHG reduction targets under SB 32 and Executive Order B-03-5)
- **Hazards and Hazardous Materials** (Risk from pollutant concentrations from wildfire)
- **Transportation and Traffic** (Vehicle Miles Traveled)

The County of San Bernardino approved the Countywide Plan and certified the CWP Final EIR (State Clearinghouse No. 201710133) on October 27, 2020.

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2. PROJECT DESCRIPTION

2.1 PROJECT LOCATION

At just over 20,000 square miles, San Bernardino County is the largest county in the nation. It is bordered by Los Angeles County, Orange County, and Kern County on the west; Inyo County and the southwest corner of Clark County, Nevada, on the north; the Colorado River and the states of Arizona and Nevada on the east; and Riverside County on the south (see Figure 4, *Regional Location*). Regional connectivity to San Bernardino County is provided by freeways and highways, including but not limited to: Interstates 10, 15, and 40; U.S. Route 395; and State Routes 58, 62, and 247.

As designated on Figure 4, the county is defined primarily by its four geographical subregions—the Valley, Mountain, North Desert, and East Desert. Only 4 percent of the land in the county is in incorporated jurisdictions; 96 percent of the land area is unincorporated.

2. PROJECT DESCRIPTION

Figure 4 **Regional Location**



2.2 DESCRIPTION OF THE PROPOSED PROJECT

The proposed project consists of the following updates to the CWP Land Use (LU) and Transportation and Mobility (TM) Elements, Glossary, and Implementation Plan:

- **Policy Revisions.** Minor revisions to two truck-related policies in the TM Element to ensure consistency with the terminology used in state law. Addition of a new truck-related policy in the LU Element to minimize exposure to sensitive receptors when approving new industrial amendments in the Valley region.
- **Policy Map Revision.** Addition of new truck routes on Policy Map TM-5, Goods Movement Network.
- **Policy Table Addition.** The County is proposing to add Table TM-2, Weight-Restricted Routes, to the Transportation & Mobility Element to convey previously adopted and proposed weight-restricted routes.
- **Glossary.** The term “sensitive receptors” is proposed to be included in the glossary to ensure consistent interpretation of County policy consistent with state law.

The project also includes an update to the Implementation Plan to reflect the proposed Policy Plan updates and provide guidance on future implementation and coordination.

- **Action Revisions.** Minor revision to an existing truck-route implementation action to identify next steps after the proposed updates. Addition of a new truck-route implementation action to provide direction on training, certification, and prioritization of truck-route enforcement.

2.2.1 Policy Revisions

The County is proposing minor revisions to two truck-related policies to ensure consistency with the terminology used in state law. With these revisions, the two policies would expand the types of uses to consider when routing trucks beyond residential and school uses to include daycare facilities, public parks, playgrounds, nursing homes, and hospitals.

- **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 [and other sensitive receptors](#). 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 [and other sensitive receptors](#). We establish

2. PROJECT DESCRIPTION

routes where trucks are prohibited and prioritize enforcement in unincorporated environmental justice focus areas and to avoid overlaps or conflicts with safe routes to schools.

■ Policy LU-6.5 Industrial amendments and truck routes

We approve Land Use Plan amendments for new industrial development within the Valley region only if they have direct access to federal-, state-, city-, or county-designated truck routes that minimize impacts on residents and other sensitive receptors. We also establish routes where trucks are prohibited to ensure that the truck trips generated by such amendments do not deviate from designated truck trips.

2.2.2 Policy Map TM-5, Goods Movement Network

Policy Map TM-5 is proposed to add County truck routes within the East Valley Area Plan, unincorporated Fontana SOI, and the communities of Muscoy and Bloomington.

VALLEY REGION

Within the Valley region, the County determined that new truck routes and weight-restricted truck routes were appropriate in four unincorporated communities: East Valley Area Plan, unincorporated Fontana SOI, Muscoy, and Bloomington. A description of these proposed changes is provided below by community and supported by figures depicting:

- Community boundary surrounding jurisdictions
- CWP-designated land uses
- Roadways:
 - County existing and proposed truck route designations
 - Surrounding cities designated truck routes
 - State and Federal highways and access interchanges

East Valley Area Plan

The East Valley Area Plan (EVAP) is in the western part of Redlands that was planned and developed primarily as an industrial and commercial area, with an area of high density residential placed adjacent to Citrus Plaza (see Figure 5, *East Valley Area Plan: Proposed Updates*).

In this area, Interstate 10 (I-10) and State Route 210 (SR-210) serve as the federal and state truck routes, with interchanges at San Bernardino Avenue on SR-210 and California Street and Alabama Street on I-10. The City of Redlands designates truck routes on roadways that connect to and travel through the EVAP (Redlands [2017], Figure 5-7). While the City's truck route designations do not legally apply to roadways (or portions thereof) that are in unincorporated

2. PROJECT DESCRIPTION

boundaries, the City's truck route designations provide an indication of where heavy-duty trucks are being routed on a daily basis and as part of long-term planning efforts (including subregional coordination). These roads are Alabama Street and parts of San Bernardino Avenue and California Street.

Based on the existing and planned land use for the EVAP, the County identified Alabama Street, California Street, Almond Avenue, San Bernardino Avenue, and Palmetto Avenue as potential truck routes. These roadways would serve the industrial and commercial development within the EVAP and ensure a consistent set of connecting truck routes for the local, state, and federal networks. Almond Avenue is proposed as a truck route to direct truck traffic along Alabama and California Streets, which directly connect to the I-10, and to avoid trucks traveling between the residential areas along Nevada Street.

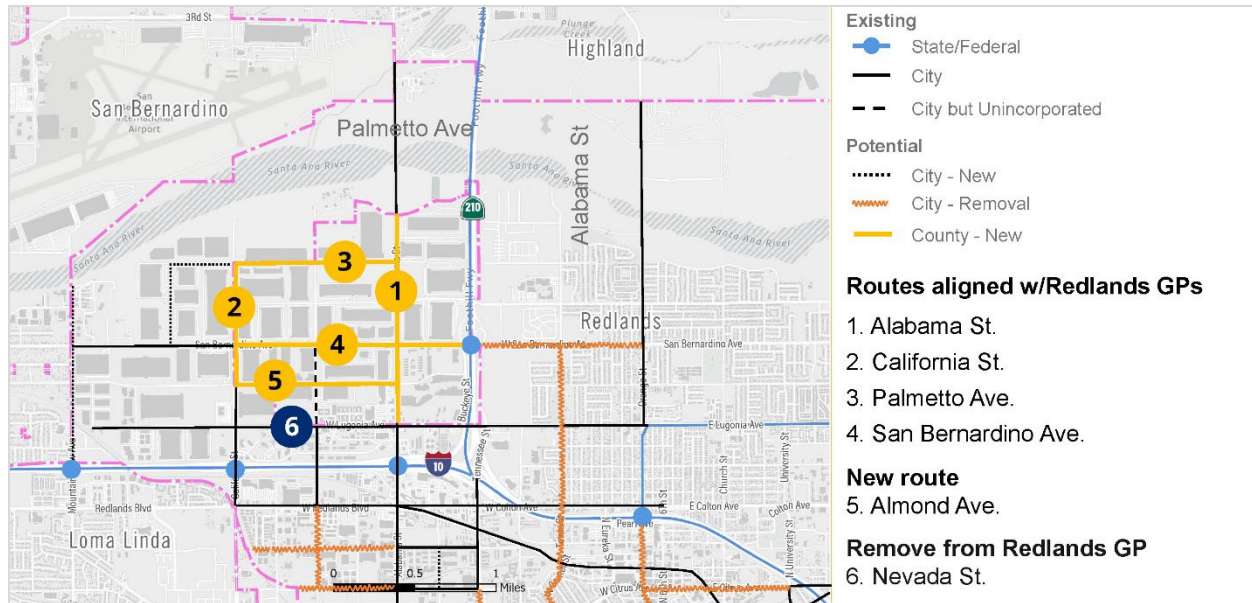
Because the proposed truck routes align with routes designated by the City of Redlands and the pattern of existing land uses, the County does not expect any substantial deviation in truck travel patterns from what was projected under the current Policy Plan. The designation of Alabama Street and California Street as the area's north-south truck routes may reroute some truck travel from Nevada Street to either Alabama or California Streets.

To understand the magnitude of truck traffic that may be rerouted, the County obtained a large sample of existing truck travel data for the period of March 1, 2024 to September 30, 2024 (Geotab 2024) and conducted a focused collection of average daily traffic (ADT) counts on September 17, 2025 on Alabama Street and San Bernardino Avenue to validate and calibrate the sample data. This information indicated that, compared to other major public roadways, Nevada Street carries the fewest number of trucks in the EVAP. A portion of truck traffic along Nevada Street south of Almond Avenue is expected to remain based on the federal right for trucks to serve businesses by the safest and most practical route. A portion of truck traffic would be directed to travel east or west along Almond Avenue to or from Alabama or California Streets instead of along Nevada Street.

Based on the sample Geotab and ADT data, it can be estimated that truck travel along Alabama and California Streets would likely increase by approximately 5 to 10 percent. These two roadways are designated by the County as Major Arterial Highways and by Caltrans as Principal or Minor Arterials and are not fronted by any sensitive receptors. Nevada Street is designated by both the County and Caltrans as a Local road and passes through a residential area south of Almond Avenue. Accordingly, directing additional truck traffic onto Alabama and California Streets in place of Nevada Street south of Almond Avenue is aligned with the requirements of state law.

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Figure 5 East Valley Area Plan: Proposed Updates



2. PROJECT DESCRIPTION

Unincorporated Fontana

The unincorporated area in Fontana is a part of Fontana's SOI and was planned and developed as a central area for industrial development, reflecting a similar pattern in Rancho Cucamonga and Ontario to the west. In the northern and eastern extents, there are large swaths of single- and multi-family residential homes that connect into the adjacent neighborhood fabric of Fontana. The City of Fontana surrounds this unincorporated area to the north, south, and east, with the City of Rancho Cucamonga to the northwest and the City of Ontario to the southwest.

In this area, I-10 and I-15 serve as the federal and state truck routes, with nearby interchanges on I-15 at Baseline Road, Foothill Boulevard, and 4th Street/San Bernardino Avenue; and on I-10 at Etiwanda Avenue, Cherry Avenue, and Citrus Avenue. Figure 6, *Unincorporated Fontana: Proposed Updates*, depicts the area land use designations and the existing and proposed truck route network for unincorporated area and surrounding jurisdictions.

The cities of Fontana, Rancho Cucamonga, and Ontario have designated truck routes on roadways that connect to and travel through this unincorporated area (Fontana [date], Exhibit 9.7; Rancho Cucamonga [date], Figure M-9; Ontario [date], Figure M-04). Though the City of Fontana's truck route designations do not legally apply to roadways (or portions thereof) that are in unincorporated areas, the City's truck route designations provide an indication of where heavy-duty trucks are being routed on a daily basis and as part of long-term planning efforts (including subregional coordination). These roads are Cherry Avenue, Arrow Route, San Bernardino Avenue, Valley Boulevard, and Etiwanda Avenue.

The County has designated many roadways in unincorporated Fontana as weight-restricted, generally limiting access to passenger vehicles and smaller delivery vans that weigh less than 10,000 pounds. Weight-restricted routes intersect with Arrow Route in the neighborhoods to the north and are in front of Sequoia Middle School and along Rosemary Drive in the southeast.

Based on the existing and planned land use, the County identified Etiwanda Avenue, Cherry Avenue, Arrow Route, and Valley Boulevard as potential truck routes. These roadways would serve the industrial and commercial development in unincorporated Fontana and ensure a consistent set of connecting truck routes for the local, state, and federal networks.

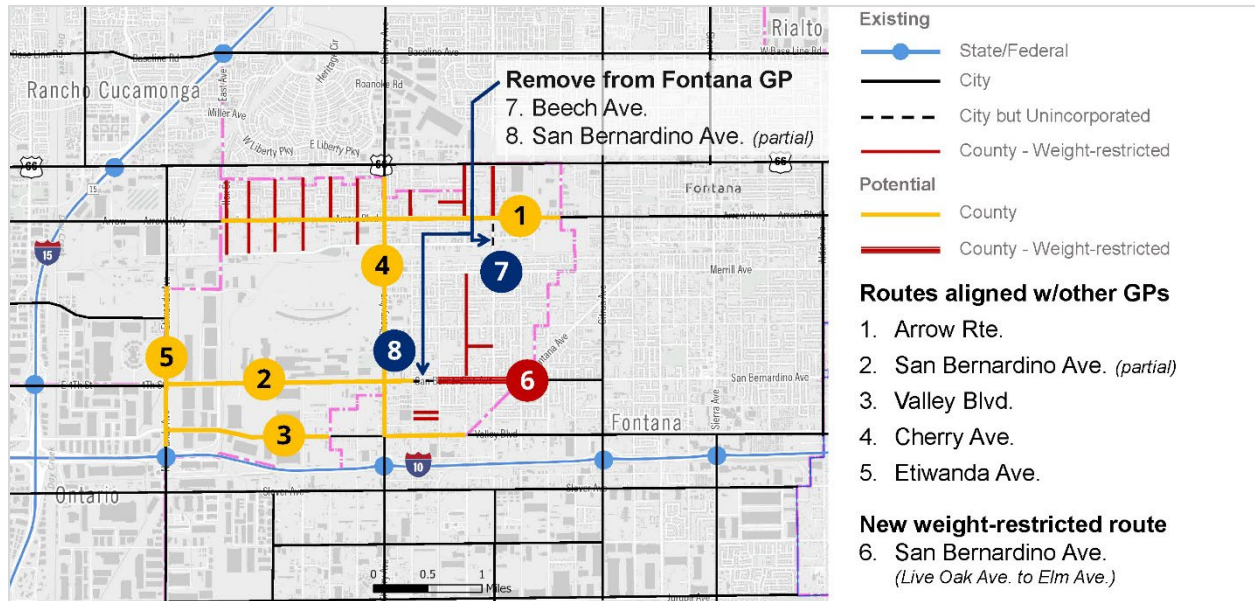
Given the residential neighborhoods and the lack of truck-base uses east of Cherry Avenue in unincorporated and incorporated Fontana, the County determined that there is no need for a truck route to travel the entirety of San Bernardino Avenue. Instead, to better protect the sensitive receptors in these residential areas, San Bernardino Avenue is only proposed as a truck route between Etiwanda Avenue and Redwood Avenue (one-quarter mile east of Cherry Avenue), and a new weight-restricted route is proposed along San Bernardino Avenue between Live Oak and Elm Avenues (eastern boundary of unincorporated Fontana).

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To understand the magnitude of truck traffic that may be rerouted, the County obtained a large sample of existing truck travel data for the period of March 1, 2024, to September 30, 2024 (Geotab 2024) and conducted a focused collection of average daily traffic (ADT) counts on September 17, 2025 on Etiwanda Avenue, Valley Boulevard, Cherry Avenue, and Whittram Avenue to validate and calibrate the sample data. This information indicated that few if any trucks traveled along San Bernardino Avenue east of Live Oak Avenue (through the remaining portion of unincorporated and incorporated Fontana). Based on the sample and ADT data, it can be estimated that truck travel along Cherry Avenue would not increase substantively. Accordingly, the creation of a weight-restricted route along San Bernardino Avenue east of Live Oak Avenue is aligned with the requirements of state law.

2. PROJECT DESCRIPTION

Figure 6 Unincorporated Fontana: Proposed Updates



2. PROJECT DESCRIPTION

Muscoy

Muscoy is an unincorporated community adjacent to the cities of San Bernardino and Rialto. Its character is predominantly that of a low-density residential community, with a small number of low-scale industrial and commercial businesses along Cajon Boulevard. In 2018, the California Air Resources Board designated Muscoy as a community where local air quality monitoring and a community emissions reduction plan (CERP) were warranted in accordance with legislation enacted through Assembly Bill 617 (2017, Garcia).

Figure 7, *Muscoy: Potential Updates*, depicts the CWP land use designations for this community as well as existing and potential future truck route designations. Of note is that the larger industrial and logistics uses in the City of San Bernardino are physically separated by a rail line that parallels Cajon Boulevard, with vehicular access across the tracks limited to bridges at University Parkway and Palm Avenue. This means that trucks traveling from the City of San Bernardino do not have direct access to Cajon Boulevard except at University Parkway and (farther from Muscoy) Palm Avenue. Moreover, all access points (interchanges) to I-215 and SR-210, the central state and federal truck routes in the area, are in the City of San Bernardino.

In 2022, the City of Rialto removed its truck routes in the surrounding area, and the City of San Bernardino has not yet formally designated truck routes on a citywide basis or in and around Muscoy. The City may or may not determine that Cajon Boulevard or Highland Avenue warrants designation as a truck route.

Accordingly, no new truck routes are proposed within Muscoy at this time. Based on state law, community feedback, historic air quality concerns, and existing and planned land use patterns, the County is proposing the creation of a weight-restricted route to better protect the residential areas in Muscoy along State Street between Nolan and Short Streets to Highland Avenue. Should the City of San Bernardino update its truck routes to include Cajon Boulevard in the future, the County may reconsider whether a truck route designation is appropriate or necessary.

To understand the magnitude of truck traffic within Muscoy, the County obtained a large sample of existing truck travel data for the period of March 1, 2024 to September 30, 2024 (Geotab 2024) and conducted a focused collection of average daily traffic (ADT) counts on September 17, 2025 on Cajon Boulevard, State Street, and Short Street to validate and calibrate the sample data. This information indicated that a small number of trucks traveled along either Cajon Boulevard or State Street in Muscoy, primarily to access low-intensity industrial businesses or truck parking areas along Cajon Boulevard, or as a means of bypassing congestion on I-215 or SR-210 (both roadways). All properties along Cajon Boulevard are designated for industrial or commercial uses.

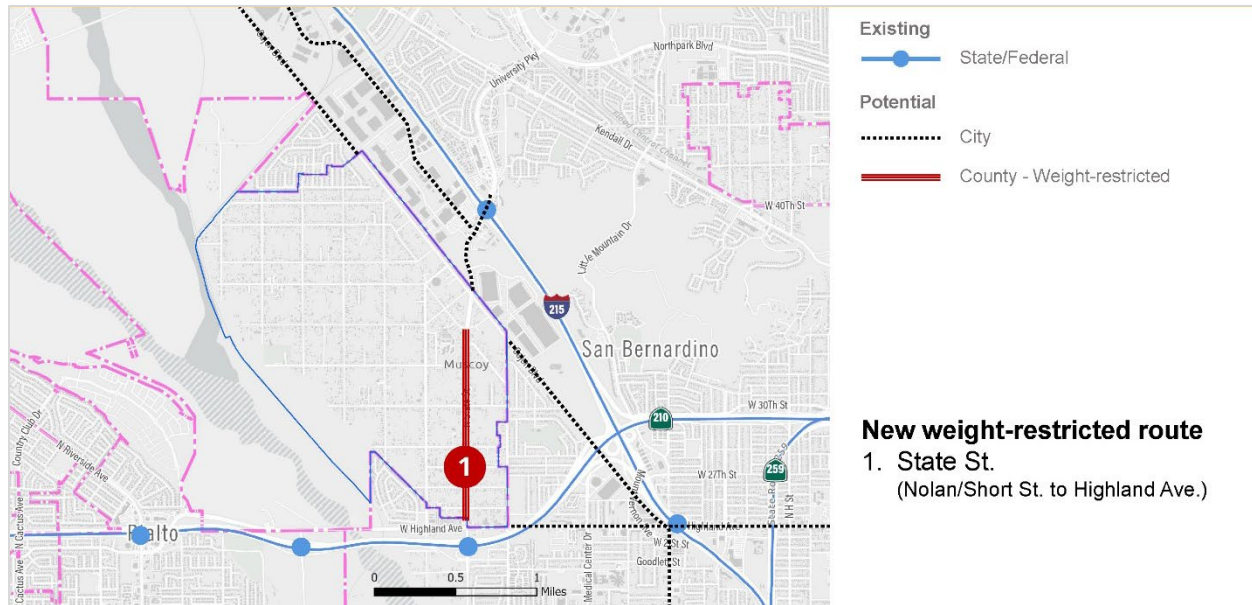
Regardless of whether the County designates Cajon Boulevard as a truck route, the presence of a limited number of industrial and commercial businesses and federal law means that some

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heavy-duty truck traffic will legally continue to travel along Cajon Boulevard. However, the County is not proposing a truck route along Cajon Boulevard given the low level of existing truck activity and the desire to avoid attracting additional pass-through truck traffic into the Muscoy area. To better protect the residential areas in Muscoy, a new weight-restricted route is proposed along State Street between Nolan and Short Streets to Highland Avenue. The creation of a weight-restricted truck route along State Street would likely redistribute some truck trips onto Cajon Boulevard in Muscoy and most truck trips onto Highland Avenue, University Parkway, SR-210, and I-215 in the City of San Bernardino.

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Figure 7 Muscoy: Potential Updates



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Bloomington

Bloomington is a large unincorporated community between the cities of Fontana and Rialto in San Bernardino County, and Jurupa Valley in Riverside County. Except for a small portion in the northwest that falls within the City of Fontana SOI, the balance of Bloomington is in the City of Rialto SOI.

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 I-10 and the Union Pacific West Colton Railyard is a strip of industrial development along with industrial pockets elsewhere, notably warehousing development in the southeast of the City of Rialto and the Agua Mansa Specific Plan in the City of Jurupa Valley.

Figure 8, *Bloomington: Potential Updates*, depicts the CWP land use designations for this community as well as existing and potential future truck route designations. The cities of Fontana and Rialto have designated truck routes on roadways that connect to and travel through this unincorporated area (Fontana [date], Exhibit 9.7; Rialto [date], Exhibit 4.5).

The I-10 runs through Bloomington and represents a major federal truck route, with interchanges at Sierra Avenue in Fontana, Cedar Avenue, and Riverside Avenue in Rialto. Two additional freeways (I-215 and SR-60) are nearby and connect directly to roads that travel through Bloomington. The surrounding cities have designated surrounding and connecting roads as truck routes. Though the City of Fontana's truck route designations do not legally apply to roadways (or portions thereof) in unincorporated areas, Fontana's truck route designations provide an indication of where heavy-duty trucks are being routed on a daily basis and as part of long-term planning efforts (including subregional coordination). These roads are Slover Avenue, San Bernardino Avenue, and Valley Boulevard.

The County has designated many roadways in Bloomington as weight-restricted, generally limiting access to passenger vehicles and smaller delivery vans that weigh less than 10,000 pounds. Many of the weight-restricted routes intersect with or are near Slover Avenue to ensure truck traffic does not enter adjacent neighborhoods. Other weight-restricted routes are designated to avoid truck travel near the various schools that are within and adjacent to Bloomington. The City of Jurupa Valley has also designated two nearby roads (Sierra Avenue and Armstrong Road) as weight restricted.

Given the large amount of industrial development south of I-10 and connections to truck routes and interchanges in Fontana and Rialto, the County proposes Slover Avenue as an east-west truck route in Bloomington. Cedar Avenue is proposed as a north-south truck route given its direct access to I-10 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. Finally, along Agua Mansa Road, there is a small gap in front of

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existing industrial development within the Agua Mansa Specific Plan. A County designation for a truck route is proposed to close that gap.

While the City of Fontana General Plan depicts Valley Boulevard and a part of San Bernardino Avenue as truck routes in Bloomington, the City of Rialto General Plan does not, and the land designations in Bloomington along Valley Boulevard and San Bernardino Avenue do not support industrial development. Accordingly, the County is not proposing Valley Boulevard or San Bernardino Avenue as truck routes.

To better protect the residential areas in Bloomington that are adjacent to industrial development in the City of Rialto, a new weight-restricted route is proposed along Santa Ana Avenue between Cedar Avenue and Bloomington's eastern boundary. This is similar to the weight-restricted designation of Santa Ana Avenue at Bloomington's western boundary with the City of Fontana.

To understand the magnitude of truck traffic in Bloomington, the County obtained a large sample of existing truck travel data for the period of March 1, 2024, to September 30, 2024 (Geotab 2024) and conducted a focused collection of average daily traffic (ADT) counts on September 17, 2025 on Cedar Avenue, Slover Avenue, Cactus Avenue, and Agua Mansa Road to validate and calibrate the sample data. This data indicated that the vast majority of truck traffic uses I-10, Slover Avenue, and Cedar Avenue in Bloomington; Riverside Avenue in Rialto, and Sierra Avenue in Fontana. Valley Boulevard and Santa Ana Avenue also serve as popular secondary travel options for truck traffic, though the number of trucks is comparatively small compared to the levels carried by the aforementioned roadways.

An existing, nonconforming logistics business that operates on Valley Boulevard generates and attracts heavy-duty truck trips along Valley Boulevard. The Valley Boulevard Specific Plan (VCSP, adopted in 2017) establishes a vision for healthier living along the entire length of Valley Boulevard through Bloomington, including pedestrian-oriented activity centers that highlight Bloomington's cultural, historical, and community assets. The Specific Plan also emphasizes the creation of employment spaces that foster small business development and promote a range of office and light industrial businesses, planting the seeds of business and job opportunities to promote overall growth in community capital.

While warehousing facilities are permitted in the VCSP, they must be smaller than 50,000 square feet, which represent local distribution or last-mile facilities. These local distribution facilities primarily generate light- and medium-duty vehicular trips, with many local delivery vans weighing under 10,000 pounds (class 2 vehicles). Though existing and future businesses may generate and attract some heavy-duty truck traffic, the County is not proposing Valley Boulevard as a truck route. Federal law will ensure existing and future businesses can maintain access between their property and I-10 through interchanges with Cedar Avenue in Bloomington and Sierra Avenue in Fontana. Based on aerial surveys, a sizeable amount of

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heavy-duty truck traffic is the result of truck parking on vacant lots—a use that is not currently permitted and is expected to phase out over time as vacant lots develop and code enforcement activities continue.

To maintain consistency with the vision of the VCSP, avoid attracting pass-through truck traffic, and minimize exposure of existing and planned sensitive receptors along Valley Boulevard, the County is not proposing Valley Boulevard as a truck route. By not designating Valley Boulevard as a truck route, some existing pass-through traffic may be redirected to stay on I-10, but the amount of truck traffic would likely remain similar to what was previously assumed as part of the Countywide Plan.

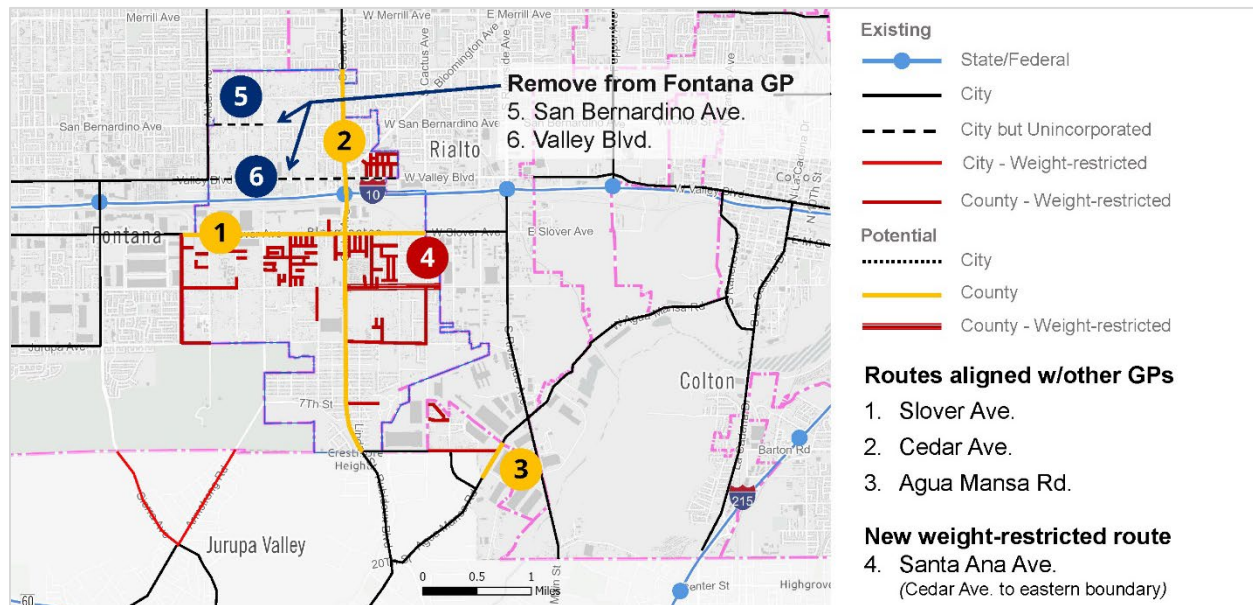
Land uses along San Bernardino Avenue in Bloomington and Fontana are residential (along with an elementary school in Bloomington), and sample truck travel data indicates that few if any trucks travel along this roadway and that designating San Bernardino Avenue as a truck route would be unnecessary and would conflict with state law.

Land uses along Santa Ana Avenue east of Cedar Avenue are almost exclusively residential and many residential areas are already protected from heavy-duty truck traffic by existing weight-restricted routes. However, based on sample truck data, existing industrial uses in the City of Rialto appear to travel along Santa Ana Avenue to connect to Cedar Avenue as an alternative to traveling along Slover Avenue and Riverside Avenue. The City of Rialto does not identify Santa Ana Avenue as a truck route.

To better protect the sensitive receptors along Santa Ana Avenue in Bloomington, the County is proposing a weight-restricted route between Cedar Avenue and Bloomington's eastern boundary (roughly 700 feet east of Cactus Avenue). The creation of a weight-restricted route along Santa Ana Avenue would likely redistribute some truck trips onto Slover Avenue in Bloomington and Riverside Avenue and Santa Ana Avenue in the City of Rialto.

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Figure 8 **Bloomington: Potential Updates**



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AREAS OF NO CHANGE

Within the unincorporated areas of the Mountain, East Desert, and North Desert regions and portions of the Valley region, one or more of the following conditions applied and indicated that no new truck routes were necessary.

- **No truck-based uses.** The unincorporated area does not contain industrial or commercial uses that would generate or attract heavy duty trucks (e.g., the unincorporated community of San Antonio Heights in the City of Upland SOI, or Helendale near the City of Barstow).
- **No sensitive receptors impacted by truck travel.** The unincorporated area contains industrial or commercial uses that would generate and/or attract heavy duty trucks, but no sensitive receptors in the unincorporated area would be impacted by heavy-duty truck travel accessing federal or state routes or those routes identified by the local jurisdiction (e.g., Town of Apple Valley SOI).
- **Travel off federal/state routes unlikely and/or covered by federal law.** The unincorporated area contains industrial or commercial uses that would generate and/or attract heavy duty trucks, but federal and/or state routes represent the primary path of travel and it would be unlikely for heavy duty trucks to travel off these routes except as allowed by federal law (e.g., unincorporated Mountain region, or Lucerne Valley in the North Desert region).
- **Only one main roadway in the community.** The unincorporated area contains industrial or commercial uses that would generate and/or attract heavy duty trucks, but there is only one road for any vehicle to access enter or exit the community, indicating federal law would supersede County designations (e.g., Oro Grande north of the City of Victorville, or Trona near San Bernardino County's northwestern boundary with Kern and Inyo counties).
- **Premature until confirmation of city/town truck routes.** Adoption of new truck routes would be premature until sufficient information was available from pending County projects and/or updates on truck routes in an adjacent jurisdiction (e.g., portions of the unincorporated City of San Bernardino SOI pending the City's adoption of truck routes). A jurisdiction may have recently updated its truck routes and identified routes that travel through unincorporated portions of their SOI, but no uses in either the incorporated or unincorporated planning area appear to justify a truck route, and further coordination may be needed to determine if the application of weight-restricted routes are needed to comply with state law (e.g., City of Chino, who adopted new truck routes in September 2025).

2.2.3 Policy Table TM-2, Weight-Restricted Routes

The County is proposing to add Table TM-2, Weight-Restricted Routes, to the Transportation & Mobility Element to convey previously adopted and proposed weight-restricted routes.

2. PROJECT DESCRIPTION

Note: While the table is a proposed addition to the Transportation & Mobility Element, nearly all of the weight-restricted routes were previously adopted and do not reflect a change from existing conditions. Proposed weight-restricted routes (or changes to existing routes) are identified as tracked changes.

Table TM-2. Weight-Restricted Roadways

Community/Area	Road	Max. Weight	Between Which Roads
Bloomington	Alameda Avenue	10K lbs.	Valley Boulevard to Grove Place - 0.22 mile
Bloomington	Alameda Avenue	10K lbs. ¹	Manila Street to Mindanao Street
Bloomington	Ash Street	10K lbs. ¹	Locust Ave to Williams Ave
Bloomington	Ash Street	10K lbs. ¹	Maple Ave to Linden Ave
Bloomington	Avenida Cortez Street	10K lbs. ¹	Lombardy Ave to Alder Ave
Bloomington	Baywind Lane	10K lbs. ¹	Larch Ave to Meadowlark Lane
Bloomington	Birch Avenue	10K lbs. ¹	Santa Ana Ave. north 0.08 M
Bloomington	Buckskin Drive	10K lbs. ¹	Dream Street East to Larch Avenue
Bloomington	Byrne Street	10K lbs. ¹	Locust Ave to 0.03 M east of Williams Ave
Bloomington	Cactus Avenue	10K lbs.	Jurupa Ave to Santa Ana Ave
Bloomington	Claremont Avenue	10K lbs. ¹	Valley Boulevard to Grove Place
Bloomington	Claremont Avenue	10K lbs.	Manila Street North to Mindanao Street
Bloomington	Courtney Court	10K lbs. ¹	Elm Avenue west 0.07 M
Bloomington	Cricket Drive	14K lbs.	Cactus Avenue to Katydid Avenue
Bloomington	Danbury Avenue	10K lbs. ¹	Gregory Street north 0.09 M
Bloomington	Dream Street	10K lbs. ¹	Buckskin Drive to end
Bloomington	Dumond Avenue	10K lbs. ¹	Birch Street east 0.12M
Bloomington	Dumond Avenue	10K lbs. ¹	0.03 M south of Mindanao Street to Gregory Street
Bloomington	El Rivino Road	10K lbs.	Cactus Avenue to Agua Mansa Road
Bloomington	Elm Street	10K lbs. ¹	Ash Street to Mindanao Street
Bloomington	Elm Street	10K lbs. ¹	Gregory Street for 0.09M
Bloomington	Geronimo Avenue	10K lbs. ¹	Santa Ana Avenue to Geronimo Lane
Bloomington	Geronimo Avenue	10K lbs. ¹	Mindanao Street to Gregory Street
Bloomington	Geronimo Lane	10K lbs. ¹	Geronimo Avenue west 0.04 M
Bloomington	Gregory Street	10K lbs. ¹	Larch Avenue to Spruce Avenue
Bloomington	Gregory Street	10K lbs. ¹	Spahn Drive to Dumond Ave
Bloomington	Gregory Street	10K lbs. ¹	Maple Ave to Linden Avenue

2. PROJECT DESCRIPTION

Table TM-2. Weight-Restricted Roadways

Community/Area	Road	Max. Weight	Between Which Roads
Bloomington	Gregory Street	14K lbs.	Larch Avenue to Spruce Avenue
Bloomington	Grove Place	10K lbs.	Larch Avenue to Spruce Avenue
Bloomington	Horseshoe Drive	10K lbs. ¹	Wrangler Drive north 0.15 M
Bloomington	Jurupa Avenue	10K lbs.	Cedar Avenue to Cactus Avenue
VALLEY REGION			
Bloomington	Katydid Avenue	14K lbs.	Cactus Avenue to Hall Avenue
Bloomington	La Canada Court	10K lbs. ¹	Linden Ave west 0.12 M
Bloomington	Larch Avenue	10K lbs.	Valley Boulevard to Bloomington Avenue
Bloomington	Larch Avenue	10K lbs. ¹	Santa Ana Avenue to Slover Avenue
Bloomington	Linden Avenue	10K lbs.	Stallion Lane to Santa Ana Avenue
Bloomington	Lombardy Avenue	10K lbs. ¹	Avenida Cortez to end
Bloomington	Manila Street	10K lbs. ¹	Maple Avenue east 0.12 M
Bloomington	Manila Street	10K lbs. ¹	Geronimo Avenue to Spruce Ave
Bloomington	Maple Avenue	10K lbs. ¹	Santa Ana Avenue to Slover Avenue
Bloomington	Meadowlark Lane	10K lbs. ¹	Jurupa Avenue north 0.24 M
Bloomington	Miami Avenue	10K lbs. ¹	Gregory Street north 0.09M
Bloomington	Miami Avenue	10K lbs. ¹	Manila Street north 0.09M
Bloomington	Mindanao Street	10K lbs. ¹	Locust Ave East to 0.16 M east of Maple Avenue
Bloomington	Mindanao Street	10K lbs. ¹	Geronimo Avenue to Spruce Avenue
Bloomington	Mindanao Street	10K lbs. ¹	Laurel Avenue to 0.10 M
Bloomington	Olive Street	10K lbs.	Valley Boulevard to San Bernardino Avenue
Bloomington	Olive Street	10K lbs. ¹	Santa Ana Avenue to Pigeon Court
Bloomington	Orchard Street	10K lbs. ¹	Slover Avenue south 0.12 M
Bloomington	Otilla Street	10K lbs. ¹	Alder Avenue west 0.06 M
Bloomington	Otilla Street	10K lbs. ¹	Laurel Avenue east 0.10 M
Bloomington	Otilla Street	10K lbs. ¹	Spahn Drive east 0.12 M
Bloomington	Otilla Street	10K lbs. ¹	East End Avenue to Laurel Avenue
Bloomington	Pomona Avenue	10K lbs.	Olive Street to Spruce Avenue
Bloomington	Portola Avenue	10K lbs.	Valley Boulevard to Grove Place
Bloomington	Roxbury Avenue	10K lbs. ¹	Manila Street south 0.09 M
Bloomington	Roxbury Avenue	10K lbs. ¹	Gregory Street north 0.09 M

2. PROJECT DESCRIPTION**Table TM-2. Weight-Restricted Roadways**

Community/Area	Road	Max. Weight	Between Which Roads
Bloomington	Santa Ana Avenue	10K lbs.	Tamarind Avenue to Laurel Avenue
Bloomington	Santa Ana Avenue	10K lbs.	Cedar Avenue to Rialto city limits
Bloomington	Seabreeze Court	10K lbs. ¹	Baywind Lane north 0.10 M
Bloomington	Seventh St	14K lbs.	Cedar Ave easterly 1,250 feet
Bloomington	Spahn Drive	10K lbs. ¹	Mindanao Street to Gregory Street
Bloomington	Steerhead Drive	10K lbs. ¹	Wrangler Drive north 0.15 M
Bloomington	Tamarind Court	10K lbs. ¹	Tamarind Avenue east 0.10 M
Bloomington	Tumbleweed Drive	10K lbs. ¹	Buckskin Drive north 0.21 M
Bloomington	Valencia Street	10K lbs. ¹	0.05 M South, Otilla Street North to Slover Avenue
Bloomington	Williams Ave	10K lbs. ¹	Byrne Street to Ash Street
Bloomington	Windy Court	10K lbs. ¹	Santa Ana Avenue north 0.09 M
Bloomington	Wrangler Drive	10K lbs. ¹	Dream Street to Tumbleweed Drive
Chino	Bon View Avenue	12K lbs.	Edison Avenue to Riverside Drive
Chino	Chino Avenue	14K lbs.	Pipeline Avenue to State Route 71
Chino	East End Avenue	14K lbs.	Chino Avenue to Riverside
Chino	Lexington Avenue	14K lbs.	Lexington Ave to Chino city limits
Chino	Mustang Rd	14K lbs.	Pipeline Ave to Silicon Ave
Chino	Pipeline Avenue	10K lbs.	Chino Avenue to Philadelphia Ave
Chino	Pipeline Avenue	14K lbs.	Riverside Drive to Chino Avenue
Chino	Grove Avenue	12K lbs.	Edison Ave to Riverside Drive
Chino	Haven Avenue	12K lbs.	Edison Ave to Riverside Drive
Chino	Mckinley Avenue	10K lbs.	Chino Ave to Riverside Drive
Chino	Philadelphia Street	10K lbs.	East End Avenue to Monte Vista Avenue
Chino	Silicon Avenue	14K lbs.	Philadelphia St to Lexington Ave
Chino	Walker Avenue	12K lbs.	Edison Avenue to Riverside Drive
Chino Hills	Rosemary Lane	15/19/23 tons ²	at Carbon Canyon Creek (County bridge no. 710200-02)
Crestline	Old Mill Road	12K lbs.	State Route 138 to Lake Drive
Devore	Devore Road/ Kenwood	10K lbs. ¹	on Devore Road and Kenwood Avenue
Devore	Kenwood Avenue	10K lbs.	I-15 northerly and easterly to Devore Road
Fontana	Almond Avenue	10K lbs.	Whittram Avenue to Foothill Boulevard

2. PROJECT DESCRIPTION

Table TM-2. Weight-Restricted Roadways

Community/Area	Road	Max. Weight	Between Which Roads
Fontana	Cottonwood Avenue	10K lbs.	Whittram Avenue to Foothill Blvd
Fontana	Ilex Street	10K lbs.	Whittram Avenue to Foothill Blvd
Fontana	Iris Drive	14K lbs.	Redwood Avenue to Live Oak Avenue
Fontana	Mulberry Avenue	10K lbs.	Whittram Avenue to Foothill Boulevard
Fontana	Rosemary Drive	7K lbs.	Redwood Avenue to Live Oak Avenue
Fontana	Sultana Avenue	14K lbs.	at Foothill Boulevard (southbound only)
Fontana	Almond Avenue	10K lbs.	Arrow Route to Foothill Blvd
Fontana	Banana Ave	10K lbs.	Arrow Route to Foothill Blvd
Fontana	Calabash Avenue	10K lbs.	Whittram Avenue to Foothill Boulevard
Fontana	Calabash Avenue	10K lbs.	Arrow Route to Foothill Boulevard
Fontana	Hemlock Avenue	14K lbs.	San Bernardino Avenue and Merrill Avenue
Fontana	Hemlock Avenue	14K lbs.	Arrow Route to Foothill Blvd
Fontana	Juniper Avenue	10K lbs.	Jurupa Avenue to Santa Ana Avenue
Fontana	Jurupa Avenue	10K lbs.	Alder Avenue and Tamarind Avenue
Fontana	Redwood Avenue	10K lbs.	Arrow Route north 0.6 M
Fontana	San Bernardino Avenue	10K lbs.	Live Oak Avenue to Elm Avenue
Fontana	Sequoia Avenue	10K lbs. ¹	Hemlock Avenue to Beech Ave
Fontana	Seville Avenue	14K lbs.	Live Oak Avenue to Hemlock Avenue
Fontana	Tamarind Avenue	10K lbs.	Jurupa Avenue to Slover Avenue
Fontana	Yucca Avenue	14K lbs.	Live Oak Avenue to Hemlock Avenue
Highland	Greenspot Road	10/16/19 tons ²	at Plunge Creek (Bridge no 392800-02)
Mentone	Garnet Street	19/24/28 tons ²	at Mill Creek (County Bridge no. 376450-02)
Muscoy	State Street	10K lbs.	Nolan/Short Street to Highland Avenue
Redlands	Beaumont Avenue	20/22/23 tons ²	at San Timoteo Creek (County Bridge no 159150-02)
Redlands	New Jersey Street	20/31/36 tons ²	at the Morey Arroyo (County bridge no. 591050-02)
MOUNTAIN REGION			
Jenks Lake	Jenks Lake Road	Oversize	General prohibition
Lake Arrowhead	Wabash Ave	10K lbs.	Kuffel Canyon Road and Klamath Drive

2. PROJECT DESCRIPTION

Table TM-2. Weight-Restricted Roadways

Community/Area	Road	Max. Weight	Between Which Roads
Lake Arrowhead	Arrowhead Villa Road	10K lbs.	State Hwy 18 to Kuffel Canyon Road
Lake Arrowhead	Cottage Grove Road	10K lbs. ¹	State Hwy 173 to Burnt Mill Road
Lake Arrowhead	Fremont Road	10K lbs.	Shenandoah Drive and State Highway 173
Lake Arrowhead	Grass Valley Road	10K lbs. ¹	Peninsula Drive to State Hwy 173
Lake Arrowhead	Klamath Drive	10K lbs.	Wabash Drive and Shenandoah Drive
Lake Arrowhead	Shenandoah Drive	10K lbs.	Kuffel Canyon Road and Fremont Road
Lake Arrowhead	Sycamore Drive	10K lbs. ¹	Kuffel Canyon Road to Greenbriar Drive
Lytle Creek	Lytle Creek Road	15/24/28 tons ²	Bridge number 510900 AE 02
Oak Glen	Oak Glen Road	17/25/31 tons ²	at Wilshire Creek (County bridge no. 604500-02)
Running Springs	Live Oak Drive	10K lbs.	State Hwy. 330 to State Hwy 18
Seven Oaks	Radford Camp Road	9/14/15 tons ²	at Santa Ana River (County Bridge #684250-02)
Seven Oaks	Seven Oaks Road	19/28/34 tons ²	at the Santa Ana River (County Bridge # 742650-02)
Wrightwood	Lone Pine Canyon Road	10K lbs. ¹	State Hwy 138 to State Hwy 2
Wrightwood	Sheep Creek Drive	10K lbs. ¹	Lone Pine Canyon Road to State Hwy 2
NORTH DESERT REGION			
Apple Valley	Central Road	10K lbs. ¹	Roundup Way to Poppy Road
Apple Valley	Roundup Way	10K lbs. ^{1v}	Kiowa Road to Central Road
Barstow Heights	L Street	14K lbs.	Rimrock Road to I-15
Helendale	Blue Water Road	14K lbs.	Helendale Road into Silver Lakes community
Helendale	Chaparral Lane	14K lbs.	Helendale Road into Silver Lakes community
Helendale	Jade Lane	14K lbs.	Shadow Mountain Road into Silver Lakes community
Helendale	Mountain Springs Road	14K lbs.	Silver Lakes Parkway into Silver Lakes community
Helendale	Newport Way	14K lbs.	Shadow Mountain Road into Silver Lakes community
Helendale	Rivers Edge Road	14K lbs.	Shadow Mountain Road into Silver Lakes community
Helendale	Robin Lane	14K lbs.	Mountain Springs Road into Silver Lakes community
Helendale	Sandal Wood Lane	14K lbs.	Helendale Road into Silver Lakes community
Helendale	Silver Lakes Pkwy	14K lbs.	Shadow Mountain Road into Silver Lakes community
Helendale	Sunshine Lane	14K lbs.	Helendale Road into Silver Lakes community
Helendale	Vista Road	14K lbs.	Helendale Road into Silver Lakes community

2. PROJECT DESCRIPTION

Table TM-2. Weight-Restricted Roadways

Community/Area	Road	Max. Weight	Between Which Roads
Helendale	Wildflower Lane	14K lbs.	Helendale Road into Silver Lakes community
Hesperia	Summit Valley	10K lbs.	1.88 M north of State Hwy 138 to Hesperia city limits
Hinkley	Hinkley Road	15/23/30 tons ²	crosses Mojave River, 0.75 M north of National Trails Hwy (Bridge #54C0441)
North Desert (Amboy/Siberia)	National Trails Highway	Oversize	Siberia Ditch Bridget and El Rovia Ditch Bridge
North Desert (Amboy)	National Trails Highway	14/23/29 tons ²	Amboy Road in Amboy to Kelbaker Road
North Desert (Amboy/Chambless)	National Trails Highway	15/24/30 tons ²	Kelbaker Road to Cadiz Road
North Desert (Amboy/Ludlow)	National Trails Highway	6K lbs.	Crucero Road in Ludlow to Amboy Road in Amboy (max bridge loading)
North Desert (Barstow/Helendale)	Indian Trail	10/15/20 tons ²	at the Mojave River (County bridge no. 436900 JA-02)
North Desert (Chambless/Danby)	National Trails Highway	6/14/17 tons ²	From Cadiz Road to Danby Road
North Desert (Danby/Essex)	National Trails Highway	10/13/19 tons ²	From Danby Road to Essex Road
Parker Dam	Parker Dam Bridge/Road	Oversize	Must not cross bridge
Stoddard Wells	Johnson Road	10K lbs.	north side, Dale Evans Parkway to Stoddard Wells Rd
Yermo	Ghost Town Road	Oversize	Yermo Road to Yermo Cutoff
EAST DESERT REGION			
Joshua Tree	Border Avenue	10K lbs. ¹	Golden Street to Aberdeen Drive
Joshua Tree	Golden Street	10K lbs. ¹	Sunburst Avenue to Border Avenue
Joshua Tree	Sunburst Avenue	10K lbs.	State Hwy 62 to Golden Street
Notes: 1. Excludes vehicles used for local deliveries, school buses, utility trucks, and vehicles used for collection of garbage. 2. X/X/X indicates weight limit for vehicle/semi-trailer/truck & full trailer			

2. PROJECT DESCRIPTION

2.2.4 Glossary

The County is proposing to add and define “sensitive receptors” in the Glossary to ensure consistent interpretation of County policy consistent with state law.

Sensitive Receptors

In the context of truck routes, sensitive receptor means one or more of the following:

- (1) A residence, including, but not limited to, a private home, apartment, condominium unit, group home, dormitory unit, or retirement home.
- (2) A school, including, but not limited to, a preschool, prekindergarten, or school maintaining kindergarten or any of grades 1 to 12, inclusive.
- (3) A daycare facility, including, but not limited to, in-home daycare.
- (4) (A) Publicly owned parks, playgrounds, and recreational areas or facilities primarily used by children.
- (4) (B) For purposes of subparagraph (A), the following types of park and recreation areas shall not be considered a sensitive receptor:
 - (i) Parks and recreation areas included as a condition of approval for the logistics use development.
 - (ii) Land that will be used to ensure the public’s right of access to the sea, or other public access, pursuant to the California Coastal Act of 1976 (Division 20 (commencing with Section 30000) of the Public Resources Code) or McAteer-Petris Act (Title 7.2 (commencing with Section 66600)).
 - (iii) Land developed at or adjacent to an airport or seaport for the express purpose of creating a buffer area between sensitive receptors and an airport or seaport facility.
- (5) Nursing homes, long-term care facilities, hospices, convalescent facilities, or similar live-in housing.
- (6) Hospitals, as defined in Section 128700 of the Health and Safety Code.

2.2.5 Implementation Plan

IMP-2021-TM-10 Truck Route Updates.

Coordinate with the San Bernardino County Transportation Authority (SBCTA) and incorporated jurisdictions to ~~establish a subcommittee~~ to develop and maintain a countywide system of regional truck routes. Update the Policy Plan and A adopt an ordinance to establish local truck routes and expand non-truck routes (where trucks are prohibited) in unincorporated areas. Ensure truck routes avoid to the maximum extent possible, safe routes to schools, and minimize exposure to other sensitive receptors.

2. PROJECT DESCRIPTION

IMP-2025-TM-11 Truck Route Enforcement. [new]

Coordinate with the California Highway Patrol to ensure appropriate training and certification is obtained for the enforcement of truck routes consistent with state law. Prioritize enforcement of truck routes and truck parking code violations in environmental justice focus areas.

3. ENVIRONMENTAL ANALYSIS

This section summarizes the conclusions of the Certified EIR and then evaluates whether the proposed project would meet the conditions described in CEQA Guidelines Section 15164 for preparation of an Addendum. The net change in environmental impacts for the approved project (buildout of the County in accordance with the adopted CWP including the Transportation and Mobility Element) in comparison to future conditions of the County upon implementation of the proposed project (Transportation and Mobility Element Amendment) are assessed. The approach to this section considers the limited topics that the proposed project could impact. The proposed project:

- Would not alter any land use designations and therefore not permit any new land uses in comparison to the existing CWP.
- Is limited to designating truck routes and assigning weight restrictions for some roadways and modifying applicable policies and implementation actions.

A primary objective of AB 98 is to minimize the environmental impact of logistic facilities on surrounding communities, and in particular to sensitive receptors (residential, schools, daycare, etc.). As described in Section 2.0, *Project Description*, the approach reviewing truck routes focused on identifying potential roadways adjacent to residential and other sensitive receptors, that currently carry truck traffic, or are anticipated to accommodate future, area-wide growth in truck volumes. The team then considered the potential to divert these truck volumes to less sensitive roadways. By definition, if appropriately designed and implemented, the truck route designations will result in beneficial impacts to operational impacts including air quality (including health risk), and noise.

Implementation of the TME Amendment would not result in physical changes to the built environment or any ground disturbance that could impact environmental resources (mineral, biological, geological/soils, hydrology and water quality, cultural resources (archaeology, paleontological, tribal). Similarly, since it would not permit land use changes in comparison to the existing CWP, the Amendment would not result in population growth or related public service and utility service requirements.

Given the characteristics of the project, therefore, the following environmental analysis focuses on the following environmental topics:

- Air Quality
- Land Use and Planning
- Noise

3. ENVIRONMENTAL ANALYSIS

■ Transportation & Traffic

The section is formatted to include all of the CEQA Appendix G checklist topics. The evaluation of the remaining topics is more cursory and substantiated by common sense as summarized in this introduction (e.g., the project will not result in any physical impacts not currently permitted under the current, approved CWP).

3.1 AESTHETICS

3.1.1 Summary of Impacts Identified in the 2020 CWP EIR

The CWP EIR concluded that adoption of the CWP would not result in significant aesthetic impacts. Visual disturbances caused by the CWP would include impacts from development built pursuant to the CWP that could obstruct or partially obstruct scenic vistas, alter scenic resources within a scenic highway, or alter the visual appearance and character of some communities in the County.

3.1.2 Impacts Associated with the Proposed Project

Except as provided in Public Resources Code Section 21099, would the project:

Environmental Issues	Condition 1: Substantial Change in Project Requiring Major Revisions	Condition 2: Substantial Change in Circum- stances Requiring Major Revisions	Condition 3: New Information Showing New or Increased Significant Effects	Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR/MND	No Impact
a) Have a substantial adverse effect on a scenic vista?					X
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?					X

3. ENVIRONMENTAL ANALYSIS

Environmental Issues	Condition 1: Substantial Change in Project Requiring Major Revisions	Condition 2: Substantial Change in Circum- stances Requiring Major Revisions	Condition 3: New Information Showing New or Increased Significant Effects	Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR/MND	No Impact
c) In nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?					X
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?					X

Key: NI = no impact; LTS = less than significant; LTS/M = less than significant with mitigation;
SU = significant and unavoidable; N/A = topic not analyzed in Certified EIR

Scenic Vistas, Scenic Resources, Visual Character, Regulations and Light and Glare Related to Scenic Quality

No Impact. The proposed project would not result in any physical changes that would affect aesthetic resources.

3.1.3 Adopted Mitigation Measures Applicable to the Proposed Project

The CWP EIR did not identify significant aesthetic impacts, and no mitigation measures were necessary.

3.2 AGRICULTURE AND FORESTRY RESOURCES

3.2.1 Summary of Impacts Identified in the 2020 CWP EIR

The CWP EIR concluded that the CWP would not result in significant impacts to agricultural and forestry resources. Buildout of the CWP would convert some mapped important farmland in the

3. ENVIRONMENTAL ANALYSIS

Valley and North Desert regions to nonagricultural uses. However, the CWP EIR found that with the implementation of CWP policy NR-7.2, impacts on mapped important farmland would be less than significant.

3.2.2 Impacts Associated with the Proposed Project

	Condition 1: Substantial Change in Project Requiring Major Revisions	Condition 2: Substantial Change in Circum- stances Requiring Major Revisions	Condition 3: New Information Showing New or Increased Significant Effects	Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR/MND	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?					X
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?					X
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?					X
d) Result in the loss of forest land or conversion of forest land to non-forest use?					X
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?					X

Farmland, Williamson Act Contracts, Land Designated for Agricultural Use and Forest Lands

No Impact. The proposed project would not result in any physical changes that would affect agricultural or forest lands. Similarly, the proposed project does not propose any land use or policy changes that could affect these resources.

3. ENVIRONMENTAL ANALYSIS

3.2.3 Adopted Mitigation Measures Applicable to the Proposed Project

The CWP EIR did not identify significant agriculture and forestry resources impacts and no mitigation measures were necessary.

3.3 AIR QUALITY

3.3.1 Summary of Impacts Identified in the 2020 CWP EIR

The CWP EIR concluded that, even after the implementation of mitigation measures, the CWP would result in significant air quality impacts. Criteria air pollutant impacts were compared to the South Coast Air Quality Management District's (South Coast AQMD) and Mojave Desert Air Quality Management District (MDAQMD) significance thresholds. Construction activities related to buildout of the CWP would result in air pollutant levels that exceed South Coast AQMD and MDAQMD significance thresholds. In addition, development allowed under the CWP would exceed the South Coast AQMD's and MDAQMD's regional operational significance thresholds and would have the potential to affect the emissions forecasts in the South Coast AQMD and MDAQMD Air Quality Management Plans (AQMP).

The CWP would cumulatively contribute to the nonattainment designations of the South Coast Air Basin (SoCAB) and the Mojave Desert Air Basin (MDAB). The CWP would also generate toxic air contaminants (TAC) that would contribute to elevated levels in the air basins and expose sensitive receptors to substantial pollutant concentrations. Odor impacts were identified as less than significant. Carbon monoxide (CO) hotspots were found to be less than significant. Although mitigation measures in the CWP EIR would reduce air quality impacts of the CWP to the extent feasible, air quality impacts were identified as a significant and unavoidable impact of the CWP.

3.3.2 Impacts Associated with the Proposed Project

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations.

3. ENVIRONMENTAL ANALYSIS

Would the project:

Environmental Issues	Condition 1: Substantial Change in Project Requiring Major Revisions	Condition 2: Substantial Change in Circum- stances Requiring Major Revisions	Condition 3: New Information Showing New or Increased Significant Effects	Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR/MND	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?					X
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors).?					X
c) Expose sensitive receptors to substantial pollutant concentrations?				X	
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?					X

Air Quality Plans and Air Quality Standards

No Impact. The construction and operation of development pursuant to the CWP was found to cumulatively contribute to the nonattainment designations of the SoCAB and MDAB and the CWP EIR concluded that the CWP would conflict with the AQMP. Regional growth projections are used by South Coast AQMD and MDAQMD to forecast future emission levels in the SoCAB and MDAB. The proposed project would not result in any land use or policy changes that would result in new development or population or employment growth beyond what was projected in the CWP. Similarly, the proposed project would not generate additional vehicle trips, including truck trips. The proposed project would not increase significant effects already addressed in the CWP EIR.

Sensitive Receptors

Less than Significant Impact (beneficial). Mobile sources of TACs are not regulated by SCAQMD or MDAQMD. The primary driver of health risk in the SoCAB and MDAB is diesel particulate matter (DPM). Mobile sources of DPM in the unincorporated areas are truck travel, truck idling,

3. ENVIRONMENTAL ANALYSIS

and use of off-road equipment. The CWP EIR concluded that an increase in mobile emissions for new land uses near sensitive receptors and for trucks traveling on regional transportation routes, could contribute to near-roadway DPM concentrations. The CWP EIR further stated that dispersion modeling to determine health risks associated with these emissions for the programmatic general plan-level was not feasible. Based on SCAQMD modeling in the Valley Region, however, the EIR concluded that portions of the Valley Region are exposed to elevated levels of cancer risk and that, although individual projects may result in emissions under the 10 in a million cancer risk threshold, cumulative impacts from non-permitted sources associated with industrial and commercial development could be significant.

In its August 15, 2019, letter on the Draft EIR, the State of California Attorney General commented that the CWP Draft EIR did not adequately address cumulative impacts on sensitive receptors in environmental justice communities. The Attorney General stated that “the DEIR provides a description of possible adverse effects from exposure to criteria air pollutants and toxic air contaminants in general, and provides and emissions forecast for expected criteria pollutant emissions, but fails to adequately analyze potential adverse effects from these increased emissions and neglects to model potential increases of toxic air contaminants at all” (see Comment No. A3-3, San Bernardino Countywide Plan Final EIR, August 2020). As part of the response to this letter, a supplemental analysis of diesel truck emissions was conducted (FEIR, Appendix C: *Health Risk Assessment, San Bernardino Countywide Plan*, PlaceWorks, June 2020).

The Health Risk Assessment (HRA) evaluated the potential health risk impacts from diesel particular matter (DPM) exposure within disadvantaged communities already affected by poor air quality (i.e., Muscoy and Bloomington). Study area roadway segments with an increase of 100 or more trucks per day due to implementation of the CWP were selected for analysis. The 100 trucks per day cutoff was selected consistent with CARB’s recommendation of this threshold for use in the health risk evaluation of truck distribution centers within 1,000 feet of sensitive land uses (CARB 2005).

For residential receptors in Bloomington and Muscoy, the incremental cancer risks and chronic hazard indices were calculated at the maximum exposed receptor (MER) due to CWP implementation. The incremental cancer risk for the residential MER in Bloomington and Muscoy due to CWP implementation are 2.4 and 1.3 per million, respectively. Therefore, the incremental cancer risks are below the significance threshold of 10 in a million with CWP implementation. For non-carcinogenic health risks, the chronic hazard indices were well below the significance threshold of 1.0 for the residential MERs for both Bloomington and Muscoy. The existing cancer risks from the existing truck traffic volumes, prior to CWP implementation, are 261 in a million in Bloomington and 49 in a million in Muscoy. For Bloomington, increased truck traffic due to CWP implementation is projected to potentially increase total cancer risk by 0.9 percent. For Muscoy, CWP implementation is projected to potentially increase the total cancer risk by 2.6 percent.

3. ENVIRONMENTAL ANALYSIS

The proposed designation of truck routes in the Valley communities as detailed in Section 2, *Project Description*, focuses designating roadways with limited or no sensitive receptor frontage for trucks. This would divert truck traffic from residential areas. In particular, designation of alternate roadways would be expected to reduce truck traffic along the following roadways that travel through residential areas:

- East Valley Area Plan – Arterials that are already aligned with routes in surrounding area General Plans (Alabama Street, California Street, San Bernardino Avenue, and Palmetto Avenue) are proposed as designated truck routes. The designation of Almond Avenue for trucks would avoid truck travel on Nevada Street that passes through residential areas.
- Unincorporated Fontana – weight restricted roads in the northern portion of this community already prohibit heavy duty trucks in much of the residential area. Designation of Etiwanda Avenue, Cherry Avenue, Arrow Route and Valley Boulevard as well as a portion of San Bernardino Avenue are proposed as logical truck routes that would not impacts sensitive receptors. To better protect residential areas along San Bernardino Avenue, a new weight-restricted route is proposed between Live Oak and Elm Avenues.
- Muscoy – this community is predominantly low-density, residential use with a small number of low-scale industrial and commercial uses along Cajon Boulevard. A rail line parallels Cajon Boulevard and limits vehicular access to the City of San Bernardino to the east. Currently neither Rialto to the west or San Bernardino to the east have designated truck routes in this area. No new truck routes are proposed in Muscoy at this time, but a new weight-restricted route is proposed along State Street to better protect residential areas. Of note is that State Street was the only roadway in Muscoy identified in the 2020 Health Risk Assessment for which the CWP could increase daily truck trips by more than 100.
- Bloomington – the County already has truck weight-restrictions on many local roads in Bloomington to protect residential areas. Arterials that are already aligned with routes in surrounding area General Plans (Slover Avenue, Cedar Avenue, and Agua Mansa Road) are proposed as designated truck routes. To further protect residential areas, new weight restrictions are proposed for a segment of Santa Ana Avenue and the County proposes to coordinate with the City of Fontana to ensure that the extension of San Bernardino Avenue and Valley Boulevard are not shown as truck routes in the Fontana General Plan. These roadways travel through residential areas and Rialto to the east does not designate them as truck routes.

Odors

No Impact. The proposed project does not include any physical changes to the environment or development of any new uses. There would be no construction activities that could result in odor impacts, and operational changes to truck traffic would not result in new odor generation.

3. ENVIRONMENTAL ANALYSIS

3.3.3 Adopted Mitigation Measures Applicable to the Proposed Project

The following CWP EIR mitigation measures are applicable to the proposed project:

AQ-3 Applicants for new discretionary industrial or warehousing projects or commercial land uses that would generate substantial diesel truck travel—i.e., 100 diesel trucks per day or 40 or more trucks with diesel-powered transport refrigeration units per day based on the California Air Resources Board recommendations for siting new sensitive land uses, or 50 or more truck trips per day if surrounding land uses within 1,000 feet generate 50 or more trucks per day—shall contact the South Coast Air Quality Management District (SCAQMD) or Mojave Desert Air Quality Management District (MDAQMD) in conjunction with County staff to determine the appropriate level of health risk assessment (HRA) required. If preparation of an HRA is required, all HRAs shall be submitted to the County Land Use Services Department and the SCAQMD or MDAQMD for evaluation.

The HRA shall be prepared in accordance with policies and procedures of the State Office of Environmental Health Hazard Assessment and SCAQMD, for projects within the South Coast Air Basin (SoCAB), or MDAQMD for projects within the Mojave Desert Air Basin (MDAB). The HRA shall consider cumulative impacts from industrial/warehouse projects within 1,000 feet of the boundary of the project site. If the HRA shows that the project-level or cumulative incremental cancer risk exceeds ten in one million (10E 06) or the risk thresholds in effect at the time a project is considered, or that the appropriate noncancer hazard index exceeds 1.0 or the thresholds as determined by SCAQMD or MDAQMD at the time a project is considered, the applicant will be required to identify and demonstrate that measures are capable of reducing potential cancer and noncancer risks to an acceptable level, including appropriate enforcement mechanisms.

Measures to reduce risk impacts may include but are not limited to:

- Restricting idling onsite beyond Air Toxic Control Measures idling restrictions, as feasible.
- Electrifying warehousing docks.
- Require operators of heavy-duty trucks visiting the project site commit to using 2010 model year or newer engines that meet the California Air Resources Board's (CARB) 2010 engine standard of 0.01 grams per brake horsepower-hour (g/bhp-hr.) for particulate matter and 0.02 g/bhp-hr. for NOx.
- Requiring use of newer equipment and/or vehicles.

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- Restricting offsite truck travel through the creation of truck routes and require trucks to utilize the truck routes identified.
- Require that entrances and exits are designed to avoid or minimize truck travel on roadways with sensitive receptors.
- Require truck docking bays be positioned away from sensitive receptors.
- Restrict overnight parking of trucks in residential areas.
- Require operators maintain records of all trucks entering and existing the site, including
 - Type of truck (straight truck or tractor-trailer),
 - Vehicle identification number,
 - Model year of the truck, and
 - Truck fuel type.

Measures identified in the HRA shall be identified as mitigation measures in the environmental document and/or incorporated into the site development plan as a component of the proposed project.

3.4 BIOLOGICAL RESOURCES

3.4.1 Summary of Impacts Identified in the 2020 CWP EIR

The CWP EIR concluded that the CWP would result in potentially significant biological impacts because substantial areas of special-status species habitat and special-status vegetation communities are within proposed development areas. The total area of habitat that would be impacted and whether impacts on a project-level could be mitigated to below a level of significance could not be determined; therefore, after implementation of mitigation measures the potential remained for unavoidable impacts to special-status species and special-status vegetation communities. With implementation of CWP policies and mitigation measure BIO-1, impacts to wildlife corridors, habitat conservation plans (HCP), and natural community conservation plans (NCCP) were found to be less than significant. Impacts to jurisdictional waters were found to be less than significant with no mitigation measures required.

3. ENVIRONMENTAL ANALYSIS

3.4.2 Impacts Associated with the Proposed Project

Would the project:

Environmental Issues	Condition 1: Substantial Change in Project Requiring Major Revisions	Condition 2: Substantial Change in Circum- stances Requiring Major Revisions	Condition 3: New Information Showing New or Increased Significant Effects	Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR/MND	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?					X
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?					X
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?					X
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?					X
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?					X
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?					X

3. ENVIRONMENTAL ANALYSIS

Special-Status Species and Special-Status Vegetation Communities/ Jurisdictional Waters and Wildlife Movement Corridors/Local Conservation Plans

No Impact. The proposed project would not result in any physical changes that would affect biological resources. Similarly, the proposed project does not propose any land use or policy changes that could affect these resources. Development potential under the CWP would not be modified and the proposed project would not conflict with an adopted HCP; NCCP; or other approved local, regional, or state HCP.

3.4.3 Adopted Mitigation Measures Applicable to the Proposed Project

Since the proposed project would not result in any physical changes, none of the mitigation measures are applicable to the proposed project.

3.5 CULTURAL RESOURCES

3.5.1 Summary of Impacts Identified in the 2020 CWP EIR

The Cultural Resources section of the CWP EIR assessed the potential impacts of CWP implementation on historical, archaeological, and paleontological resources. Mitigation measures were determined to reduce impacts to each of these resources to less than significant.

3. ENVIRONMENTAL ANALYSIS

3.5.2 Impacts Associated with the Proposed Project

Would the project:

Environmental Issues	Condition 1: Substantial Change in Project Requiring Major Revisions	Condition 2: Substantial Change in Circum- stances Requiring Major Revisions	Condition 3: New Information Showing New or Increased Significant Effects	Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR/MND	No Impact
a) Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?					X
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?					X
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?					X
d) Disturb any human remains, including those interred outside of dedicated cemeteries?					X

Historical, Archaeological, and Paleontological Resources and Human Remains

No Impact. The proposed project would not result in any physical changes that would affect cultural resources. Similarly, the proposed project does not propose any land use or policy changes that could affect these resources.

3.5.3 Adopted Mitigation Measures Applicable to the Proposed Project

Since the proposed project would not result in physical impacts to either the ground or to the built environment, none of the CWP PEIR Cultural Resources mitigation measures are applicable to the proposed project.

3. ENVIRONMENTAL ANALYSIS

3.6 ENERGY

3.6.1 Summary of Impacts Identified in the 2020 CWP EIR

Section 5.18, *Utilities and Service Systems*, of the CWP PEIR, concluded that implementation of the Countywide Plan would not result in wasteful, inefficient, or unnecessary consumption of energy, and would be consistent with the Desert Renewable Energy Conservation Plan (DRECP). Environmental impacts related to energy were determined to be less than significant.

3.6.2 Impacts Associated with the Proposed Project

Would the project:

Environmental Issues	Condition 1: Substantial Change in Project Requiring Major Revisions	Condition 2: Substantial Change in Circum- stances Requiring Major Revisions	Condition 3: New Information Showing New or Increased Significant Effects	Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR/MND	No Impact
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?					X
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?					X

Energy Consumption and State/Local Energy Plans

No Impact. The proposed project would not involve any construction and therefore, would not be subject to energy efficiency standards per Title 24 of the California Administrative Code. Similarly, the project would not modify land uses or result in a change in vehicle trip generation that could affect energy use and efficiency.

3. ENVIRONMENTAL ANALYSIS

3.6.3 Adopted Mitigation Measures Applicable to the Proposed

The CWP EIR did not identify significant energy impacts, and no mitigation measures were necessary.

3.7 Geology and Soils

3.7.1 Summary of Impacts Identified in the 2020 CWP EIR

The CWP EIR concluded that all hazards due to geology and soils would be less than significant with the implementation of the San Bernardino County Building Code, the California Health and Safety Code, County requirements for the installation of septic tanks, the NPDES Construction General Permit, and the following CWP policies from the Hazards Element (HZ policies) and the Natural Resources Element (NR policies).

3.7.2 Impacts Associated with the Proposed Project

Would the project:

Environmental Issues	Condition 1: Substantial Change in Project Requiring Major Revisions	Condition 2: Substantial Change in Circum- stances Requiring Major Revisions	Condition 3: New Information Showing New or Increased Significant Effects	Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR/MND	No Impact
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:					
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map, issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.					X
ii) Strong seismic ground shaking?					X
iii) Seismic-related ground failure, including liquefaction?					X
iv) Landslides?					X

3. ENVIRONMENTAL ANALYSIS

Environmental Issues	Condition 1: Substantial Change in Project Requiring Major Revisions	Condition 2: Substantial Change in Circum- stances Requiring Major Revisions	Condition 3: New Information Showing New or Increased Significant Effects	Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR/MND	No Impact
b) Result in substantial soil erosion or the loss of topsoil?					X
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?					X
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?					X
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?					X

Seismic/Erosion/Soil Stability and Septic Tanks

No Impact. The proposed project would not result in any physical changes that would affect geological and soil resources or result in geologic/soils-related hazards. Similarly, the proposed project does not propose any land use or policy changes that could affect these resources.

3.7.3 Adopted Mitigation Measures Applicable to the Proposed Project

The CWP EIR did not identify significant agriculture and geology and soil impacts, and no mitigation measures were necessary.

3.8 GREENHOUSE GAS EMISSIONS

3.8.1 Summary of Impacts Identified in the 2020 CWP EIR

3. ENVIRONMENTAL ANALYSIS

Although the Countywide Plan would not result in a substantial magnitude of GHG emissions, the County would not achieve the state’s GHG emissions efficiency target for year 2040 or 2050 without implementation of additional local GHG reduction measures. Implementation of the CWP policies and actions of the Countywide Plan, combined with mitigation measures identified in the 2020 CWP PEIR, were found to reduce GHG emissions to the extent feasible. Adherence to the County’s GHG Reduction Plan would also reduce GHG emissions in the unincorporated communities to meet the year 2020 reduction target.¹ However, additional federal, state, and local measures would be necessary to reduce GHG emissions to meet the long-term GHG efficiency goals identified in the 2017 Scoping Plan, and impacts were found to be significant and unavoidable. The CWP was found not to conflict with the California Air Resources Board (CARB) scoping plan or SCAG’s Regional Transportation Plan/Sustainable Communities Strategy.

3.8.2 Impacts Associated with the Proposed Project

Would the project:

Environmental Issues	Condition 1: Substantial Change in Project Requiring Major Revisions	Condition 2: Substantial Change in Circum- stances Requiring Major Revisions	Condition 3: New Information Showing New or Increased Significant Effects	Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR/MND	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?				X	
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?				X	

Greenhouse Gas Emission Generation

Less than Significant Impact/No Changes or New Information. The proposed project would not modify allowable land uses or result in any construction activities that would generate GHG emissions. The number of vehicle trips, including trucks, generated by CWP implementation would not change. Although Vehicle Miles Traveled (VMT) could change with the designation of truck routes, this change would be anticipated to be minimal. Truck route designations have

¹ The CWP PEIR was based on the County’s 2011 GHG Reduction Plan. The plan was updated in 2021.

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been proposed to efficiently tie-in to existing/proposed routes in surrounding cities while avoiding residential areas and other sensitive receptors. For the most part, the route designations also reflect existing truck traffic patterns.

Applicable GHG Reduction Plans, Policies and Regulations

Less Than Significant Impact/No Changes or New Information. The CWP EIR did not identify impacts associated with conflicts with adopted GHG emissions plans, policies, and regulations. Since the CWP EIR was certified, the County has updated its GHG Reduction Plan, and SCAG adopted the 2020-2045 Regional Transportation Plan/ Sustainable Communities Strategy (Connect SoCal). CARB's 2017 Scoping Plan was in place at the time the CWP EIR was certified. Implementation of transportation measures to reduce VMT and resultant GHG emissions in these plans would not be affected by the proposed project.

3.8.3 Adopted Mitigation Measures Applicable to the Proposed Project

None of the CWP EIR mitigation measures apply directly to the proposed project. The three GHG mitigation measures all required specific actions by the County of San Bernardino regarding the update of its GHG Reduction Plan. The GHG Reduction Plan has been updated since certification of the CWP EIR

3.9 HAZARDS AND HAZARDOUS MATERIALS

3.9.1 Summary of Impacts Identified in the 2020 CWP EIR

The CWP EIR concluded that impacts arising from hazardous materials and hazardous material releases are site specific. Implementation of regulatory requirements and standard conditions of approval would ensure that impacts would be less than significant. The Hazards Element of the proposed San Bernardino Countywide Plan sets forth policies intended to minimize risks to people and the environment from hazardous materials.

3. ENVIRONMENTAL ANALYSIS

3.9.2 Impacts Associated with the Proposed

Would the project:

Environmental Issues	Condition 1: Substantial Change in Project Requiring Major Revisions	Condition 2: Substantial Change in Circum- stances Requiring Major Revisions	Condition 3: New Information Showing New or Increased Significant Effects	Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR/MND	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?					X
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?					X
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?					X
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, would it create a significant hazard to the public or the environment?					X
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?					X
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?					X
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?					X

3. ENVIRONMENTAL ANALYSIS

Hazardous Material Transport and Accidental Release

No Impact. The proposed project would not result in adverse impacts related to hazardous material transport or accidental release of hazardous materials into the environment. The designation of truck routes to avoid sensitive receptors and to limit trucks through residential areas helps implement CWP policy HZ-2.4:

- **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.

The approach to the proposed project and truck route planning is also consistent with policy HZ-2.6 emphasizing ongoing coordination with responsible agencies and adjacent jurisdiction truck route updates:

- **Policy HZ-2.6 Coordination with transportation authorities.** We collaborate with airport owners, FAA, Caltrans, SBCTA, SCAG, neighboring jurisdictions, and other transportation providers in the preparation and maintenance of, and updates to transportation-related plans and projects to minimize noise impacts and provide appropriate mitigation measures.

Hazardous Sites

No Impact. The proposed project is not related to a specific property or located on a designated hazardous site.

Airport Safety Hazards, Emergency Evacuation Plans and Wildland Fires

No Impact. The proposed project would not affect any airport plan or safety result in safety or noise issues associated with an airport. Implementation of the proposed project would not affect emergency evacuation plans and no development is proposed under the project and therefore, the project would not expose people or structures to potential wildfire risks.

3.9.3 Adopted Mitigation Measures Applicable to the Proposed Project

The CWP EIR did not identify significant hazards or hazardous materials impacts, and no mitigation measures were necessary.

3. ENVIRONMENTAL ANALYSIS

3.10 HYDROLOGY AND WATER QUALITY

3.10.1 Summary of Impacts Identified in the 2020 CWP EIR

The CWP EIR concluded that development pursuant to the Countywide Plan would comply with the requirements of the regulated municipal separate storm sewer system (MS4) NPDES permits, the general Construction Permit, the San Bernardino County Development Code, and the requirements of the San Bernardino County Hydrology Manual and would therefore not increase surface water flows into drainage systems within the watershed and would not provide substantial additional sources of polluted runoff.

The CWP was also found to increase the amount of impervious surfaces in the county, but with the implementation of CWP policies from the Infrastructure and Utilities Element, this increase was found not to deplete groundwater or hinder groundwater recharge.

Potential flooding issues were determined to be adequately mitigated by existing regulatory requirements. No significant hydrology or water quality impacts were identified.

3.10.2 Impacts Associated with the Proposed Project

Would the project:

Environmental Issues	Condition 1: Substantial Change in Project Requiring Major Revisions	Condition 2: Substantial Change in Circum- stances Requiring Major Revisions	Condition 3: New Information Showing New or Increased Significant Effects	Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR/MND	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?					X
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?					X

3. ENVIRONMENTAL ANALYSIS

Environmental Issues	Condition 1: Substantial Change in Project Requiring Major Revisions	Condition 2: Substantial Change in Circum- stances Requiring Major Revisions	Condition 3: New Information Showing New or Increased Significant Effects	Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR/MND	No Impact
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:					
i) result in substantial erosion or siltation on- or off-site;					X
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;					X
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or					X
iv) impede or redirect flood flows?					X
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?					X
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?					X

3.10.3 Adopted Mitigation Measures Applicable to the Proposed Project

The CWP EIR did not identify significant hydrology or water quality impacts, and no mitigation measures were necessary.

3. ENVIRONMENTAL ANALYSIS

3.11 LAND USE AND PLANNING

3.11.1 Summary of Impacts Identified in the 2020 CWP EIR

The CWP EIR concluded that implementation of the CWP would not conflict with existing land use plans, policies, or regulations of agencies with jurisdiction over unincorporated lands. Implementation of regulatory requirements and standard conditions of approval ensured that no significant impacts would occur. The Land Use Element of the proposed San Bernardino Countywide Plan includes policies intended to minimize risks to people and the environment from land use and planning impacts

3.11.2 Impacts Associated with the Proposed Project

Would the project:

Environmental Issues	Condition 1: Substantial Change in Project Requiring Major Revisions	Condition 2: Substantial Change in Circum- stances Requiring Major Revisions	Condition 3: New Information Showing New or Increased Significant Effects	Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR/MND	No Impact
a) Physically divide an established community?				X	
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?					X

ESTABLISHED COMMUNITIES

Less Than Significant Impact/No Changes or New Information (Beneficial Impact). In keeping with the objectives of the AB 98 legislation, the proposed truck route designations and updated CWP policies would reduce truck traffic on local roads and through residential communities. The proposed project impacts would be beneficial.

3. ENVIRONMENTAL ANALYSIS

Land Use Plans, Policies and Regulations

No Impact. The proposed project would not conflict with any land use plan, policy or regulation adopted for the purpose of mitigating an environmental impact. It would modify the existing CWP to further minimize environmental impacts to local communities.

3.11.3 Adopted Mitigation Measures Applicable to the Proposed Project

The CWP EIR did not identify significant land-use and planning impacts, and no mitigation measures were necessary.

3.12 MINERAL RESOURCES

3.12.1 Summary of Impacts Identified in the 2020 CWP EIR

The CWP EIR concluded that buildout of the CWP in areas of the county mapped within MRZ-2 and MRZ-3 would result in the loss of available known mineral resources valuable to the region. The impacts would be significant and unavoidable. The proposed policies related to the conservation of mineral resources are in the Natural Resources Element (NR policies) and Personal and Property Protection Element (PP policies).

3.12.2 Impacts Associated with the Proposed Project

Would the project:

Environmental Issues	Condition 1: Substantial Change in Project Requiring Major Revisions	Condition 2: Substantial Change in Circum- stances Requiring Major Revisions	Condition 3: New Information Showing New or Increased Significant Effects	Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR/MND	No Impact
a) Result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the state?					X

3. ENVIRONMENTAL ANALYSIS

Environmental Issues	Condition 1: Substantial Change in Project Requiring Major Revisions	Condition 2: Substantial Change in Circum- stances Requiring Major Revisions	Condition 3: New Information Showing New or Increased Significant Effects	Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR/MND	No Impact
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?					X

MINERAL RESOURCES AND MINERAL RESOURCE RECOVERY SITES

No Impact. The proposed project would not result in any physical changes and therefore, could not affect known mineral resources or potential resource recovery sites as designated in local plans.

3.12.3 Adopted Mitigation Measures Applicable to the Proposed Project

Since no physical changes would occur under the proposed project, none of the mitigation measures apply to the proposed project.

3.13 NOISE

3.13.1 Summary of Impacts Identified in the 2020 CWP EIR

The CWP EIR identified significant and unavoidable noise impacts associated with construction activities, traffic noise, and groundborne vibration. Implementation of policies and mitigation measures would reduce noise-related impacts to the extent feasible, but impacts would still be significant and unavoidable.

Following industry standard practice, a significant traffic noise impact was identified for roadways if CWP implementation would result in an increase of 3 dB or more. Draft CWP EIR Figures 5.12-11 through 5.12-15 show roadway segments that would experience significant traffic-related noise impacts.

3. ENVIRONMENTAL ANALYSIS

The Hazards Element of the proposed San Bernardino Countywide Plan has policies intended to minimize risks to people and the environment from noise.

3.13.2 Impacts Associated with the Proposed Project

Would the project result in:

Environmental Issues	Condition 1: Substantial Change in Project Requiring Major Revisions	Condition 2: Substantial Change in Circum- stances Requiring Major Revisions	Condition 3: New Information Showing New or Increased Significant Effects	Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR/MND	No Impact
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?				X	
b) Generation of excessive groundborne vibration or groundborne noise levels?					X
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?					X

NOISE AND VIBRATION LEVELS

Less than Significant Impact (beneficial). Since the proposed project would not involve any new development, there would be no potential for substantial temporary or permanent noise levels related to construction activities. There would also be no noise generation changes with operations associated with development since there would be no land uses changes. Similarly, with no construction or land use changes, there would be no potential for excessive groundborne vibration or groundborne noise levels.

The potential for noise changes due to the proposed project would be limited to traffic noise, and in particular truck-related noise. Implementation of the proposed designated truck routes

3. ENVIRONMENTAL ANALYSIS

would be expected to reduce truck traffic along the following roadway segments within residential areas that were determined to result in significant impacts under the CWP (see CWP Draft EIR Figure, 5.12-12, *Significant Unincorporated County Roadway Noise Increases, Valley Region*):

East Valley Area Plan – a small segment of Lugonia Avenue along this community’s southern boundary and adjacent to residential uses was determined to have significant traffic-related noise under the CWP. The proposed project’s designation of Almond Avenue as a new truck route is intended to reduce truck travel on Nevada Street through residential areas that are bound by Lugonia Avenue to the south.

Unincorporated Fontana – roadways projected to experience significant traffic-related noise increases that would affect residential areas due to CWP implementation included Arrow Route and Beech Avenue. Heavy duty trucks are already restricted on the roadways in residential areas north and south of Arrow Route. As Beech Avenue intersects with San Bernardino Avenue, traffic impacts may be reduced by the proposed new weight-restricted route along San Bernardino Avenue (Live Oak Avenue to Elm Avenue).

Muscoy – residential roadways in Muscoy that were projected to experience a 3+ dB noise increase are internal to the community and include Ogden Street, Duffy Street and North Macy Street. These roadways serve primarily residential areas and the proposed weight-restriction truck route along State Street is unlikely to affect the project noise levels.

Bloomington – significant 3+ dB noise increases that were identified in the CWP EIR included portions of Cedar Avenue, Slover Avenue, and Santa Ana Avenue (east of Cedar Avenue). Cedar and Slover Avenues align with adjacent jurisdictions’ General Plan truck routes and are proposed as designated routes for the proposed project. The proposed new weight-restricted designation for Santa Ana Avenue is the same segment identified in the CWP EIR (east of Cedar Avenue) that is expected to experience a significant noise impact with CWP implementation. The proposed project, therefore, would help reduce truck traffic-related noise resulting in a beneficial project impact.

Airport Noise

The proposed project does not include any development and would not expose people residing or working in the project area to airport noise.

3.13.3 Adopted Mitigation Measures Applicable to the Proposed Project

The noise and vibration mitigation measures included in the CWP EIR relate to development projects and are not applicable to the proposed project.

3. ENVIRONMENTAL ANALYSIS

3.14 POPULATION AND HOUSING

3.14.1 Summary of Impacts Identified in the 2020 CWP EIR

The CWP EIR concluded that the CWP would directly result in population growth in the project area within the range projected by SCAG. Buildout of the CWP would not displace people or housing and would not necessitate the construction of replacement housing. Furthermore, implementation of the Countywide Plan would result in a jobs-housing balance of 1.1 countywide in 2040, in line with SCAG's projection of 1.1 when considering housing units and 1.2 when considering households. Therefore, implementation of the Countywide Plan would not contribute to a significant cumulative population and housing impact.

3.14.2 Impacts Associated with the Proposed Project

Would the project:

Environmental Issues	Condition 1: Substantial Change in Project Requiring Major Revisions	Condition 2: Substantial Change in Circum- stances Requiring Major Revisions	Condition 3: New Information Showing New or Increased Significant Effects	Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR/MND	No Impact
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?					X
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?					X

POPULATION GROWTH AND HOUSING DISPLACEMENT

No Impact. The proposed project does not include any development or change any land use designations or policy. There is no potential for the project to impact population or housing growth or displacement.

3. ENVIRONMENTAL ANALYSIS

3.14.3 Adopted Mitigation Measures Applicable to the Proposed Project

The CWP EIR did not identify significant population and housing impacts, and no mitigation measures were necessary.

3.15 PUBLIC SERVICES

3.15.1 Summary of Impacts Identified in the 2020 CWP EIR

Growth projected under the CWP would result in the need for expanded public services including fire protection, police, schools and libraries. Impacts to these services, however, would be less than significant upon implementation of CWP policies.

3.15.2 Impacts Associated with the Proposed Project

Would the project:

Environmental Issues	Condition 1: Substantial Change in Project Requiring Major Revisions	Condition 2: Substantial Change in Circum- stances Requiring Major Revisions	Condition 3: New Information Showing New or Increased Significant Effects	Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR/MND	No Impact
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:					
i) Fire protection?					X
ii) Police protection?					X
iii) Schools?					X
iv) Parks?					X
v) Other public facilities?					X

3. ENVIRONMENTAL ANALYSIS

FIRE AND POLICE PROTECTION, SCHOOLS, PARKS, AND LIBRARIES

No Impact. The proposed project would not include any development or changes to land use designations or policies that could result in population growth requiring the demand for additional public service.

3.15.3 Adopted Mitigation Measures Applicable to the Proposed Project

The CWP EIR did not identify significant public services impacts and no mitigation measures were necessary.

3.16 RECREATION

3.16.1 Summary of Impacts Identified in the 2020 CWP EIR

The CWP EIR concluded that the CWP would generate additional residents, which would increase the use of existing park and recreational facilities. Project implementation would result in environmental impacts from the provision of new and/or expanded recreational facilities. Upon implementation of regulatory requirements and compliance with CWP policies and programs, impacts of the CWP would be less than significant.

3.16.2 Impacts Associated with the Proposed Project

Would the Project:

Environmental Issues	Condition 1: Substantial Change in Project Requiring Major Revisions	Condition 2: Substantial Change in Circum- stances Requiring Major Revisions	Condition 3: New Information Showing New or Increased Significant Effects	Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR/MND	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?					X

3. ENVIRONMENTAL ANALYSIS

Environmental Issues	Condition 1: Substantial Change in Project Requiring Major Revisions	Condition 2: Substantial Change in Circum- stances Requiring Major Revisions	Condition 3: New Information Showing New or Increased Significant Effects	Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR/MND	No Impact
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?					X

Parks and Recreation Facilities

No Impact. The proposed project would not result in any physical development or related increase in population that would increase demand for new parks and use of existing facilities.

3.16.3 Adopted Mitigation Measures Applicable to the Proposed Project

The CWP EIR did not identify significant recreation impacts and no mitigation measures were required.

3.17 TRANSPORTATION/TRAFFIC

3.17.1 Summary of Impacts Identified in the 2020 CWP EIR

The CWP PEIR approached setting VMT thresholds by first evaluating the appropriateness of recommended Office of Planning and Research (OPR) thresholds. OPR's Technical Advisory on Evaluating Transportation Impacts in CEQA concludes that achieving 15 percent lower per capita (for residential uses) and per employee (for office uses) VMT than existing development "is both generally achievable and is supported by evidence that connects this level of reduction to the State's emissions goals."² The County determined that OPR's recommended 15 percent VMT reduction threshold would not be feasible throughout most of the unincorporated county. Therefore, the 2020 CWP PEIR was based on county-specific significance thresholds. A

² Governor's Office of Planning and Research (OPR). 2018, December. Technical Advisory on Evaluating Transportation Impacts in CEQA. http://opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf.

3. ENVIRONMENTAL ANALYSIS

residential VMT/person above 19.7 would be considered significant, and an employment VMT above 23.1 would be considered significant. The CWP PEIR concluded that VMT averages would exceed both these targets under the CWP buildout and remain a significant and unavoidable impact with mitigation and implementation of CWP policies. The CWP was not found to conflict with any program, plan, ordinance, or policy addressing the circulation system, and impacts due to geometric design features or incompatible uses were found to be less than significant. Impacts to emergency access were also found to be less than significant

3.17.2 Impacts Associated with the Proposed Project

Would the project:

Environmental Issues	Condition 1: Substantial Change in Project Requiring Major Revisions	Condition 2: Substantial Change in Circum- stances Requiring Major Revisions	Condition 3: New Information Showing New or Increased Significant Effects	Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR/MND	No Impact
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?					X
b) Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?					X
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?					X
d) Result in inadequate emergency access?					X

3. ENVIRONMENTAL ANALYSIS

CIRCULATION PLANS, ORDINANCES, AND POLICIES

No Impact. In compliance with AB 98, the proposed project includes an update to the CWP Transportation and Mobility Element. As described in Section 2.0, *Project Description*, the project complies with this legislation. The project, including the addition of new truck routes to Policy Map TM-5, *Good Movement*, and weight-restricted routes to Policy Table TM-2, *Weight-Restricted Routes*, would not conflict with any policies, plans or programs for transportation.

VMT IMPACTS

No Impact. The proposed project would not affect vehicle miles traveled (VMT) impacts. As detailed in the CWP EIR Section 5.16, *Transportation and Traffic*, the VMT analysis defines a metric of VMT/person which includes both household trips and employment trips. Per the methodology and guidance provided by the Governor's Office of Planning and Research (OPR) (now referred to as the Governor's Office of Land Use and Climate Innovation (LCI)), goods movement traffic (trucks) is not included in the VMT analysis. Moreover, the proposed project would not alter land uses and therefore, would not change the volume of truck traffic. Route changes as a result of designated truck routes and weight restrictions could affect the distance of some truck travel. This would be anticipated to be minimal and again, is not considered as part of the VMT environmental impact analysis.

TRAFFIC HAZARDS AND EMERGENCY ACCESS

No Impact. The proposed project does not include circulation network modifications or improvements. Implementation would not result in impacts related to traffic hazards or emergency access.

3.17.3 Adopted Mitigation Measures Applicable to the Proposed Project

None of the CWP EIR transportation mitigation measures are applicable to the proposed project.

3.18 TRIBAL CULTURAL RESOURCES

3.18.1 Summary of Impacts Identified in the 2020 CWP EIR

The 2020 CWP PEIR concluded that with implementation of regulatory requirements and CWP policies impacts on tribal cultural resources would be less than significant. The Cultural

3. ENVIRONMENTAL ANALYSIS

Resources Element of the Countywide Plan was designed to address potential impacts to tribal cultural resources.

3.18.2 Impacts Associated with the Proposed Project

Would the Project:

Environmental Issues	Condition 1: Substantial Change in Project Requiring Major Revisions	Condition 2: Substantial Change in Circum- stances Requiring Major Revisions	Condition 3: New Information Showing New or Increased Significant Effects	Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR/MND	No Impact
a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:					
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or					X
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code § 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.					X

Tribal Cultural Resources

No Impact. The proposed project would not result in any physical impacts or land disturbance. The project would not have the potential to impact any tribal cultural resources.

3. ENVIRONMENTAL ANALYSIS

3.18.3 Adopted Mitigation Measures Applicable to the Proposed Project

The CWP EIR did not identify significant tribal cultural resources impacts and no mitigation measures were necessary.

3.19 Utilities and Service Systems

3.19.1 Summary of Impacts Identified in the 2020 CWP EIR

The CWP EIR concluded that the CWP would require the construction of new or expanded wastewater, water supply and distribution systems, drainage improvements and solid waste facilities to serve the growth associated with Countywide Plan. Buildout of the CWP would also expand the demand for electricity and gas. Impacts to utilities and service systems were concluded to be less than significant upon implementation of CWP policies and regulatory requirements.

3.19.2 Impacts Associated with the Proposed Project

Would the project:

Environmental Issues	Condition 1: Substantial Change in Project Requiring Major Revisions	Condition 2: Substantial Change in Circum- stances Requiring Major Revisions	Condition 3: New Information Showing New or Increased Significant Effects	Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR/MND	No Impact
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?					X
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?					X

3. ENVIRONMENTAL ANALYSIS

Environmental Issues	Condition 1: Substantial Change in Project Requiring Major Revisions	Condition 2: Substantial Change in Circum- stances Requiring Major Revisions	Condition 3: New Information Showing New or Increased Significant Effects	Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR/MND	No Impact
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?					X
d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?					X
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?					X

WASTEWATER, WATER SUPPLY, STORM DRAINAGE, SOLID WASTE, ELECTRICITY, AND NATURAL GAS FACILITIES

No Impact. The proposed project would not include any physical development or changes to the built environment. There would be no increased demand for utilities or improvements required to infrastructure.

3.19.3 Adopted Mitigation Measures Applicable to the Proposed Project

The CWP EIR did not identify significant utilities and service system impacts and no mitigation measures were necessary.

3. ENVIRONMENTAL ANALYSIS

3.20 Wildfire

3.20.1 Summary of Impacts Identified in the 2020 CWP EIR

The CWP EIR concluded that unincorporated growth may require the installation or maintenance of associated infrastructure but that fire risks associated with this infrastructure would not result in impacts to the environment. Impacts to emergency and evacuation plans were also found to be less than significant. However, the CWP EIR identified that due to slope, prevailing winds, and other factors, unincorporated growth in or near state responsibility areas or lands classified as very high fire hazard severity zones could expose occupants to or exacerbate risks from pollutant concentrations from a wildfire or from the uncontrolled spread of a wildfire. Additionally, unincorporated growth was found to expose people or structures to significant risks, including downslope or downstream flooding or landslides, because of post-fire slope instability. These impacts were found to be significant and unavoidable.

3.20.2 Impacts Associated with the Proposed Project

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

Environmental Issues	Condition 1: Substantial Change in Project Requiring Major Revisions	Condition 2: Substantial Change in Circum- stances Requiring Major Revisions	Condition 3: New Information Showing New or Increased Significant Effects	Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR/MND	No Impact
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?					X
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?					X
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?					X

3. ENVIRONMENTAL ANALYSIS

Environmental Issues	Condition 1: Substantial Change in Project Requiring Major Revisions	Condition 2: Substantial Change in Circum- stances Requiring Major Revisions	Condition 3: New Information Showing New or Increased Significant Effects	Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR/MND	No Impact
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?					X

EMERGENCY RESPONSE, POLLUTANT CONCENTRATIONS, POST-FIRE HAZARDS, WILDFIRE ASSOCIATED INFRASTRUCTURE

No Impact. The proposed project would not result in any physical changes to the environment and would not affect fire risk, or support infrastructure and response capability.

3.20.3 Adopted Mitigation Measures Applicable to the Proposed Project

The CWP EIR did not identify any mitigation measure that could reduce significant and unavoidable impacts to less than significant.

4. FINDINGS

As summarized below, and for the reasons described in Section 3, *Environmental Analysis*, of this Addendum, the County of San Bernardino has concluded that the proposed project meets the conditions of CEQA Guidelines Section 15164 and that therefore an Addendum to the Certified EIR is the appropriate CEQA document to address the proposed project.

As previously discussed, under CEQA Guidelines Section 15164, an addendum to an EIR or MND may be prepared if only minor technical changes or additions are necessary or none of the conditions described in CEQA Guidelines Section 15162 calling for the preparation of a subsequent EIR or MND have occurred. The following restates the standards set forth in CEQA Guidelines Section 15162 as they relate to the proposed project.

1. No substantial changes are proposed in the project which would require major revisions of the previous EIR due to the involvement of new significant environmental effect or a substantial increase in the severity of previously identified significant effect.

The proposed project, the Countywide Plan update, is a focused effort undertaken specifically to comply with 2023 California legislation, AB 98 (and associated cleanup legislation enabled by SB 415). A primary objective of AB 98 is to minimize the environmental impact of logistic facilities on surrounding communities, and in particular to sensitive receptors (residential, schools, daycare, etc.). As summarized in Section 3.0, *Environmental Analysis*, The proposed project:

- Would not alter any land use designations and therefore not permit any new land uses in comparison to the existing CWP.
- Is limited to designating truck routes and assigning weight restrictions for some roadways and modifying applicable policies.

As detailed in the Environmental analysis, Implementation of updated CWP would not involve any new significant environmental effects or substantially increase the severity of any previously identified significant impact. On the contrary, the analysis in this Addendum demonstrates that potential beneficial environmental impacts anticipated due to the proposed project.

2. No substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.

4. FINDINGS

This Addendum evaluates the potential incremental effects of the proposed project in comparison to baseline environmental conditions (buildout of the County in accordance with the 2020 CWP). There have been no substantial changes in circumstances since preparation of the CWP EIR that would require major revisions to the EIR due to the involvement of new significant impacts or substantial increase in the severity of impacts previously identified. Subsequent to the 2020 CWP adoption and CWP EIR certification, the Housing Element was updated (2021-2029). The potential environmental effects associated with this update were reviewed in a CWP EIR Addendum (July 2022). The Housing Element update did not involve any changes that would affect the findings for this Addendum for the Countywide Plan update.

3. No new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:

A. The project will have one or more significant effects not discussed in the previous EIR or negative declaration

There have been no changes of substantial importance that would result in one or more significant effects not discussed in the original CWP EIR. The proposed project would not result in any new significant effects relative to the original CWP EIR.

Significant effects previously examined will be substantially more severe than shown in the previous EIR;

This Addendum reviews all environmental topics for the proposed project's potential impacts. The project would result in beneficial impacts and would not result in any impacts more severe than the original CWP EIR.

B. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

The proposed project would result in beneficial impacts to some categories and not affect the majority of impact categories. Implementation would not result in more severe impacts than the original CWP EIR and no additional mitigation measures or alternatives were considered.

C. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

See Response to condition C. No additional mitigation measures or alternatives were required or considered.

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Links to the Final Program Environmental Impact Report

EXHIBIT F

Links to the Final Program Environmental Impact Report

Final Program Environmental Impact Report

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