

County of San Bernardino

COUNTYWIDE PLAN UPDATE: AB 98 COMPLIANCE

November 2025 | EIR Addendum



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County of San Bernardino

Prepared for:

County of San Bernardino

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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 Transportation and Mobility Element of the County's Policy Plan (General Plan) and Implementation 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.

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Surrounding Land Uses and Setting:

Within the unincorporated County, it was determined that new truck routes and weight-restricted designations 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.

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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.

In 2026, the County will publish 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.

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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.

Figure 1 County Unincorporated Area

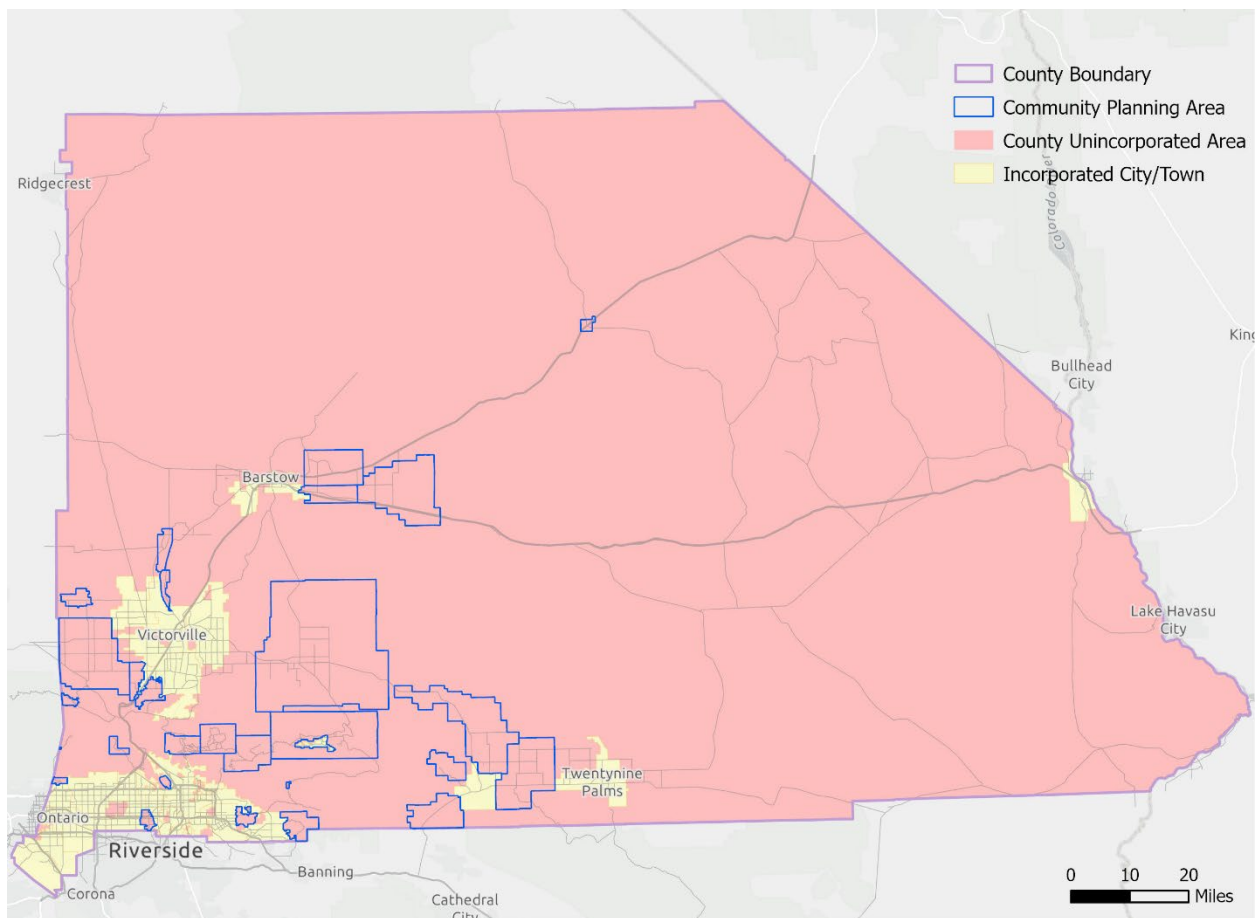
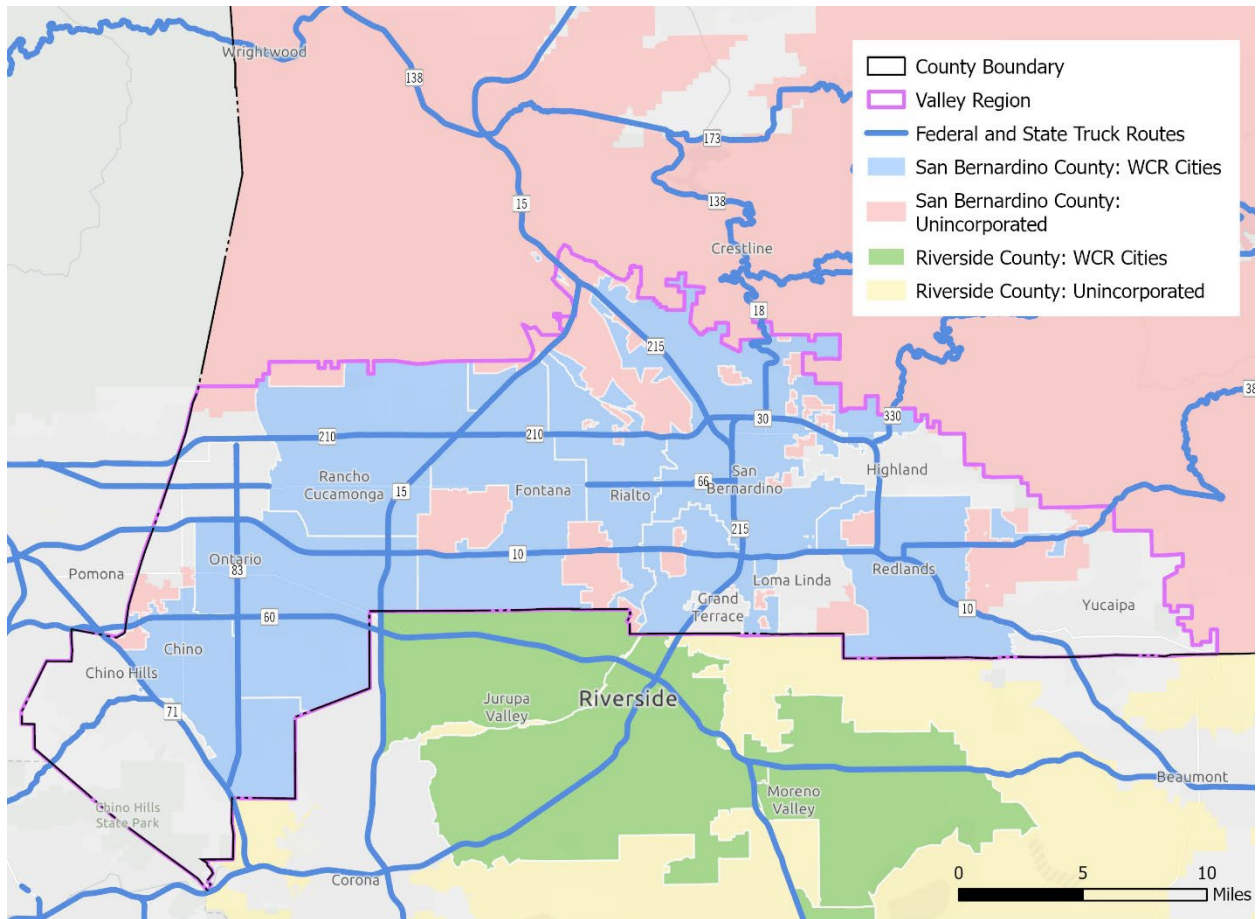


Figure 2 Warehouse Concentration Areas

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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

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- (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.

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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,

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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.

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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 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.

1.4.4 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 countywide system of regional truck routes. Adopt an ordinance to establish local truck

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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.

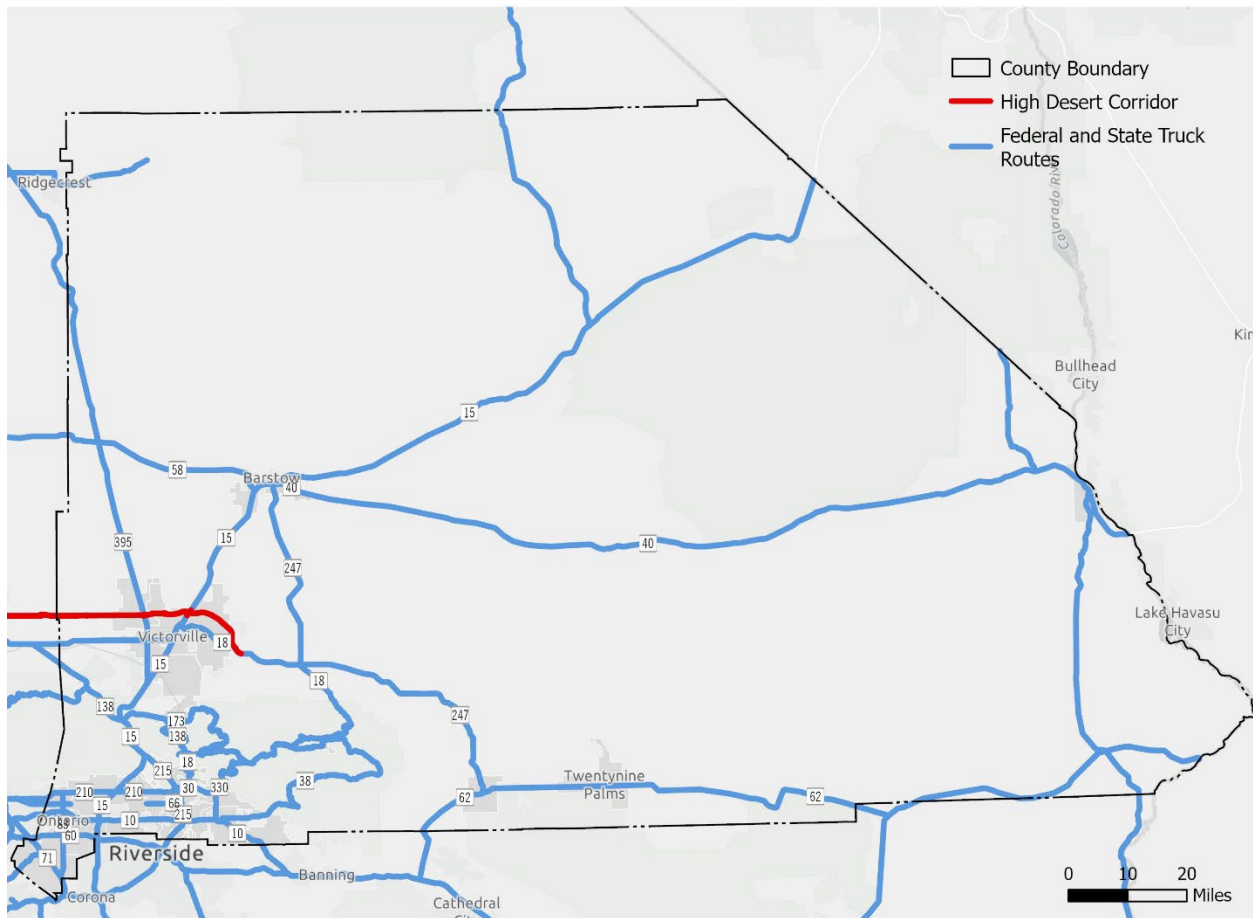
1.5 PRIOR ENVIRONMENTAL DOCUMENTATION: CWP EIR

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.

1. INTRODUCTION

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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.

This map illustrates the three distinct regions of San Bernardino County: the North Desert, Mountain Valley, and East Desert. The regions are separated by dashed black lines. The map also shows the county's boundary with a solid black line and its boundaries with adjacent counties (Imperial, Riverside, and Los Angeles) with purple lines. Major highways, including Interstates 5, 15, 405, 210, and State Routes 52, 58, 78, 91, 101, 118, 14, 16, 215, 76, and 78, are clearly marked. The map includes geographical features such as the San Gabriel Mountains, San Bernardino Mountains, and various valleys and deserts. A legend in the bottom left corner defines the symbols for County Regions, San Bernardino County Boundary, and Adjacent County Boundary. A scale bar and a north arrow are located in the bottom right corner.

2.2 DESCRIPTION OF THE PROPOSED PROJECT

The proposed project consists of the following updates to the CWP Transportation and Mobility (TM) Element, 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.
- **Policy Map Revision.** Addition of new truck routes on Policy Map TM-5, Goods Movement Network, and the addition of Policy Map TM-5A that displays the same information but for the Valley Region.
- **Glossary.** The term “sensitive receptors” is proposed to be included in the glossary to ensure consistent interpretation of County policy consistent with state law.
- **Implementation Plan.** Minor revision to an existing truck-route implementation action, including identification of additional roads (Santa Ana Avenue in Bloomington and San Bernardino Avenue in unincorporated Fontana) where trucks above a certain weight will be prohibited. Addition of a new truck-route implementation action to provide direction on coordination, outreach, 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 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.

2. PROJECT DESCRIPTION**2.2.2 Policy Map TM-5, Goods Movement Network**

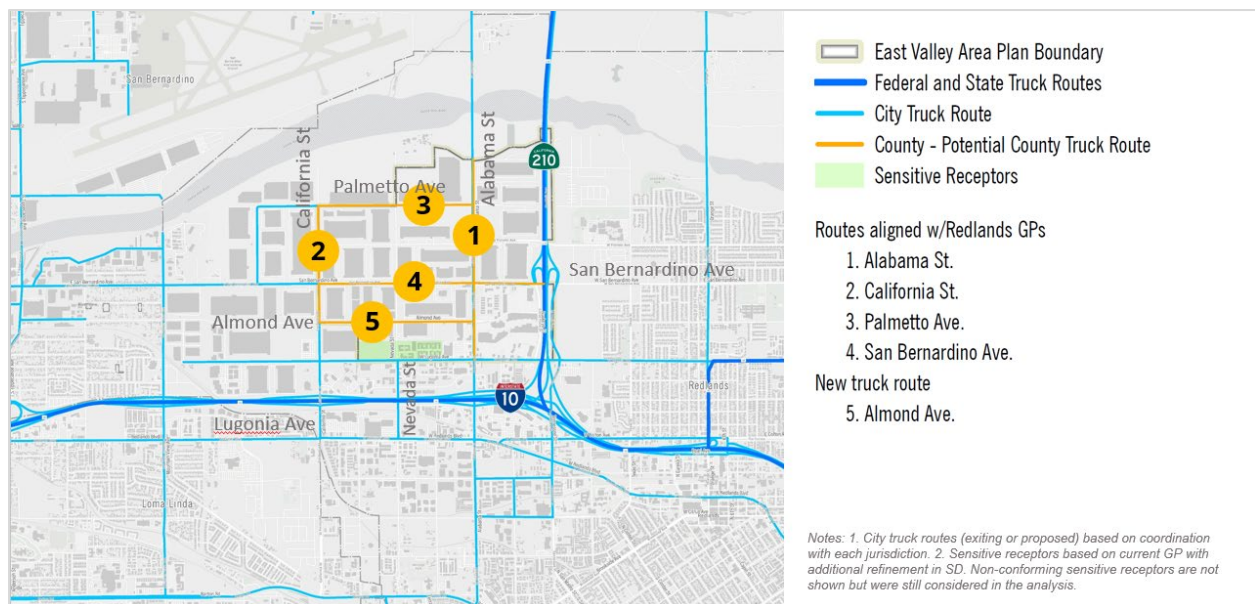
Policy Map TM-5 is proposed to add County truck routes within the East Valley Area Plan, unincorporated Fontana SOI, and the community of Bloomington. A fourth community, Muscoy, was evaluated for potential changes but the County ultimately determined that no changes were currently necessary or appropriate. The County would also add Policy Map TM-5A that displays the same information but for the Valley Region. A description of the proposed changes is provided below by community and supported by figures depicting:

- Community boundary surrounding jurisdictions
- CWP-designated land uses
- County existing and proposed truck route designations
- City designated truck routes (latest as of November 2025 as adopted or in process)
- State and Federal highways and access to interchanges

EAST VALLEY AREA PLAN

The East Valley Area Plan (EVAP) is in the western part of Redlands 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*).

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

2. PROJECT DESCRIPTION

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 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. 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 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. Some truck traffic along Nevada Street south of Almond Avenue will 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 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.

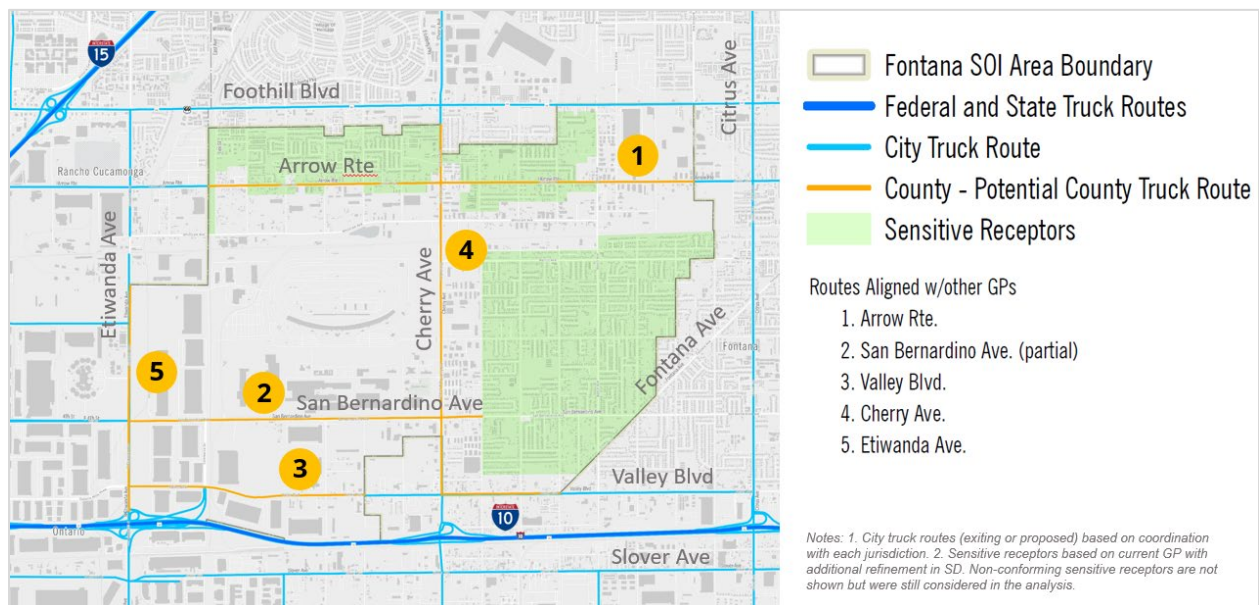
2. PROJECT DESCRIPTION

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 sensitive receptors in the unincorporated area and the existing and proposed truck route network for unincorporated area and surrounding jurisdictions.

Figure 6 Unincorporated Fontana: Proposed Updates



The cities of Fontana, Rancho Cucamonga, and Ontario have designated truck routes on roadways that connect to and travel through this unincorporated area (Fontana [2023], Exhibit 9.7; Rancho Cucamonga [2021], Figure M-9; Ontario [2022], 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.

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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 roads 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 designation is identified in the Implementation Plan along San Bernardino Avenue between Live Oak and Elm Avenues (eastern boundary of unincorporated Fontana).

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 identification of a weight-restricted designation in the Implementation Plan along San Bernardino Avenue east of Live Oak Avenue is aligned with the requirements of state law.

MUSCOY

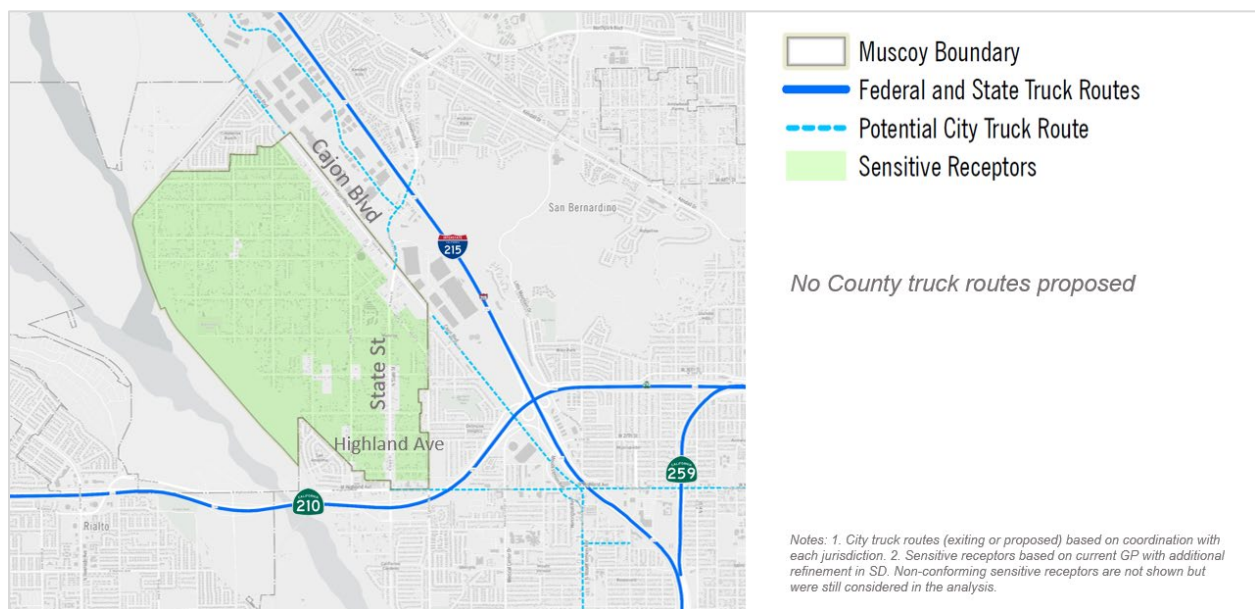
Muscoy is an unincorporated community adjacent to the cities of San Bernardino and Rialto. Its character is predominantly that of a low-density residential community, with a small number of low-scale industrial and commercial businesses along Cajon Boulevard. In 2018, the California Air Resources Board 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 sensitive receptors in this community as well as existing and potential future truck route designations in the surrounding area. Of note is that

2. PROJECT DESCRIPTION

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 in the Muscoy area 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.

Figure 7 Muscoy: Potential Updates



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 truck routes are proposed within Muscoy at this time. An existing weight-restriction applies to State Street between Short Street and 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 data indicated that a small number of trucks traveled along either Cajon Boulevard or State Street in Muscoy to access low-intensity industrial businesses or truck parking areas along

2. PROJECT DESCRIPTION

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 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 in Muscoy.

BLOOMINGTON

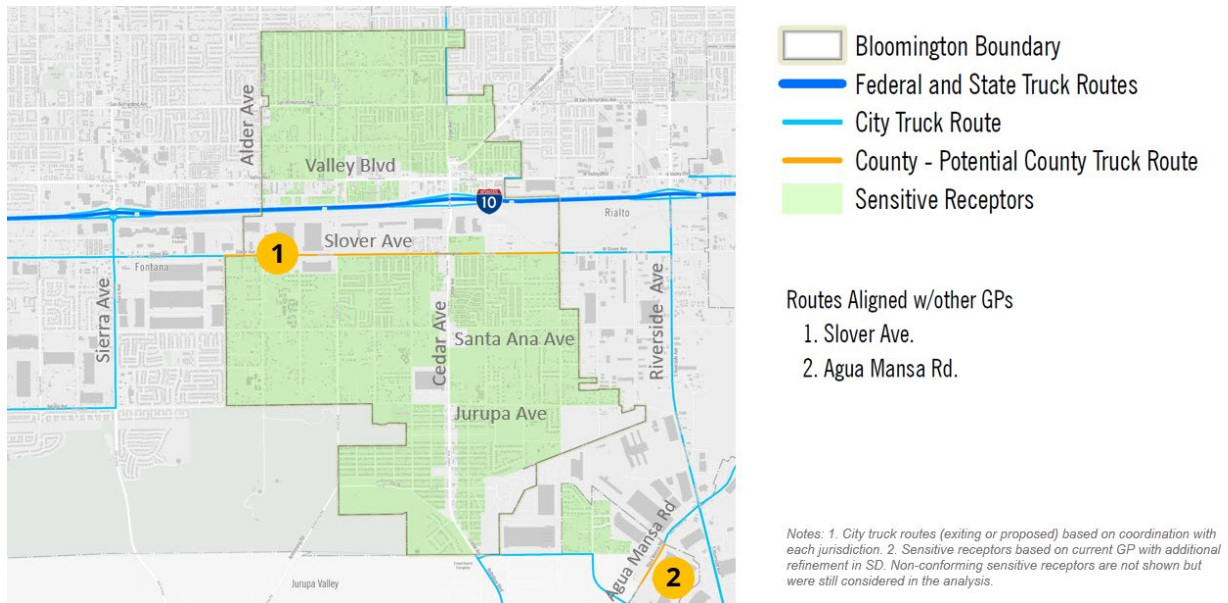
Bloomington is a large unincorporated community between the cities of Fontana and Rialto in San Bernardino County, and Jurupa Valley in Riverside County. Except for a small portion in the northwest that falls within the City of Fontana SOI, the balance of Bloomington is in the City of Rialto SOI.

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 sensitive receptors in 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 [2023], Exhibit 9.7; Rialto [2023], Exhibit 4.5).

Figure 8 **Bloomington: Potential Updates**

2. PROJECT DESCRIPTION



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 existing 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 roads intersect with or are near Slover Avenue to ensure truck traffic does not enter adjacent neighborhoods. Other weight-restricted roads 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. While Cedar Avenue is not being proposed as a north-south truck route, local truck-based businesses in and around Bloomington will continue to use Cedar Avenue in accordance with federal law to access I-10 and truck routes in Rialto and Jurupa Valley. Finally, along Agua Mansa Road, there is a small gap in front of existing industrial

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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, the County has identified a new weight-restricted designation in the Implementation Plan along Santa Ana Avenue between roughly 600 feet each of 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 roads. However, based on sample truck data, some trucks from 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 in Bloomington, the County is identifying in its Implementation Plan a weight-restricted designation along Santa Ana Avenue between roughly 600 feet east of Cedar Avenue and Bloomington's eastern boundary (roughly 700 feet east of Cactus Avenue). The weight-restricted designation 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.

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

2. PROJECT DESCRIPTION

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 designations are needed to comply with state law (e.g., City of Chino, who adopted new truck routes in September 2025).

2.2.3 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.

2. PROJECT DESCRIPTION

(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.

2.2.4 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. ~~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. Conduct additional public engagement with unincorporated communities and local jurisdictions in early 2026 to identify potential revisions to County truck routes and restricted roads (where heavy duty trucks are prohibited). Examples of roads identified for new truck restrictions include San Bernardino Avenue (from Live Oak Avenue to Elm Avenue) in unincorporated Fontana, and Santa Ana Avenue (from roughly 600 feet east of Cedar Avenue to the Rialto city boundary) in Bloomington. These new truck restrictions would limit vehicle access, except for public services like schools and trash pickup, to light-duty vehicles (Classes 1-3) that weigh less than 16,000 pounds. Beginning in 2026, and on an annual basis thereafter, review and, as appropriate, update County truck routes and restricted roads based on input from unincorporated residents and coordination with local jurisdictions, public agencies, and businesses.

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. Evaluate appropriate

2. PROJECT DESCRIPTION

increases in fines for operators illegally traveling along non-truck routes. Augment signage and fines with enforcement strategies and mechanisms such as education campaigns and, as appropriate to each roadway, time-of-day restrictions and physical roadway design changes. Coordinate with public agencies, mapping companies, and logistics and warehouse operators on consistent signage across jurisdictions and to electronically distribute route data (truck routes and restricted roads) for use by truck drivers and for reference for enforcement entities and unincorporated residents. Prioritize the enforcement of truck routes, restricted roads, 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, Glossary, and Implementation Plan) in comparison to future conditions of the County upon implementation of the proposed project (Countywide Plan Update) 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 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 changes in truck route designations will result in beneficial impacts to operational impacts including air quality (including health risk), and noise.

Implementation of the Countywide Plan Update 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 proposed update would not result in population growth or related public service and utility service requirements.

Given the characteristics of the project, the 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).

Note that as no changes are proposed in Muscoy, that community is not included in the following topical evaluation.

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,

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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., 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, 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 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 Bloomington. The existing cancer risks from the existing truck traffic volumes, prior to CWP implementation, are 261 in a million in Bloomington. For Bloomington, increased truck traffic due to CWP implementation is projected to potentially increase total cancer risk by 0.9 percent.

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

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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, a new weight-restricted designation is identified in the Implementation Plan along San Bernardino Avenue between Live Oak and Elm Avenues.
- Bloomington – the County already has truck 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 and Agua Mansa Road) are proposed as designated truck routes. To further protect residential areas, a weight restriction is identified in the Implementation Plan 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 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.

3.3.3 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

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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.
- 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

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- 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.

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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

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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.

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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.

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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.

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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

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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

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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.

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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

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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.

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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

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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.

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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.

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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

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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.

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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

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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 a new weight restriction route along San Bernardino Avenue (Live Oak Avenue to Elm Avenue).

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). Slover Avenue aligns with adjacent jurisdictions’ General Plan truck routes and is proposed as a designated route. A new weight-restricted designation for Santa Ana Avenue applies to 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.

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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.

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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

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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 designations identified in the Implementation Plan, 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

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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.

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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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