

RECIRCULATED DRAFT
ENVIRONMENTAL IMPACT REPORT
for the
CITY OF PERRIS TRUCK ROUTES PLAN
UPDATE

(GPA 25-00002 and ZCA 25-00006)

SCH # 2025110111

Lead Agency:

City of Perris
101 North D Street
Perris, CA 92570



Prepared by:



CADENCE
ENVIRONMENTAL CONSULTANTS

September 2026

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101 North D Street
Perris, CA 92570

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September 2026

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INTRODUCTION

This introduction is intended to provide the reader with general information regarding the subject of this Environmental Impact Report (EIR), the purpose for an EIR, standards for EIR adequacy, an introduction to the scope and content of this EIR, and the opportunities that will be provided for public participation in the project and EIR review process.

SUBJECT OF THIS EIR

This EIR addresses the environmental effects of the proposed amendments to the adopted truck routes in the Circulation Element of the City of Perris Comprehensive General Plan 2030 and the Perris Municipal Code. The California Environmental Quality Act (Public Resources Code Section 21000 et seq.) (CEQA) requires that public agencies consider the environmental consequences of projects over which they have discretionary approval authority.

Proposed Project

The City of Perris is proposing to comply with the requirements of Assembly Bill (AB) 98 and new Government Code Section 65302.02 by amending the City of Perris General Plan Circulation Element and Perris Municipal Code to remove three truck routes and add one truck route to the City's designated truck routes. The specific changes to the City's designated truck routes are described below.

Removal of Ellis Avenue from McPherson Road to Goetz Road: The segment of Ellis Avenue between McPherson Road and Goetz Road is proposed to be removed from the City's designated truck routes, as it is predominantly adjacent to residential zoned properties and remains unimproved west of A Street.

Removal of Ellis Avenue between the Ellis Realignment Overpass and Sherman Road: The segment of Ellis Avenue between the Ellis Realignment Overpass and Sherman Road is proposed to be removed from the City's designated truck routes, as it does not meet required freeway interchange spacing requirements and is located within a conservation area of the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) and a Floodway, where development rights are restricted.

Removal of San Jacinto Avenue between I-215 and Dunlap Drive: The segment of San Jacinto Avenue between the I-215 and Dunlap Road is proposed to be removed due to its proximity to existing and planned residential uses and Bob Long Park to the north. Also, the San Jacinto Avenue crossing at the Perris Valley Storm Drain channel is currently and ultimately insufficient to reliably accommodate truck traffic as it's only 24-foot-wide low-flow crossing that needs to be closed several times per year during rain events. Additionally, due to surrounding land and storm drain channel limitations, the ultimate design of the San Jacinto Avenue bridge crossing over the Perris Valley Channel is expected to accommodate only a 5-year storm event, which is not currently planned for construction. Even if the San Jacinto Avenue bridge crossing was programmed for construction for a 5-year storm event, during a significant rain event, the roadway system would still be closed due to flooding.

Addition of Case Road from Bonnie Drive to Watson Road: A new truck route is proposed to be included along Case Road between Bonnie Drive and Watson Road, as this segment is along the Eastern Municipal

Water District (EMWD) Perris Valley Regional Water Reclamation Facility to the west and the I-215 freeway, Burlington Northern Santa Fe Southern line, and vacant land zoned for light industrial uses to the east, and to provide an official truck route access for a recently approved industrial project (Conditional Use Permit 23-05047) located at the southwest corner of Watson Road and Case Road. There are no existing or planned sensitive uses (e.g., schools, hospitals, day-care facilities, parks) located along this roadway segment. Currently, pursuant to the City of Perris General Plan and Perris Municipal Code, trucks are not allowed to travel southbound on Case Road to Ethanac Road or westbound on Watson Road to Murrieta Road and this proposed truck route would not change this restriction.

PURPOSE OF AN EIR

CEQA was enacted in 1970 with the objective to inform the public and decision-makers of the potential environmental impacts of a proposed project. CEQA requires agencies to consider the significant effects of a project and to reduce the significant environmental effects of a project by implementing feasible mitigation measures or alternatives to the project as proposed. The public agencies must consider the information in the EIR along with other information which may be presented to the agency when deciding whether to approve or deny a project. An EIR is also intended to be the primary reference document in the formulation and implementation of a mitigation monitoring and reporting program for an approved project.

CEQA applies to all discretionary actions proposed to be carried out or approved by California public agencies, including state, regional, county, and local agencies. The proposed project requires discretionary approval from the City of Perris and is, therefore, subject to CEQA. In addition to being the applicant for the proposed project, the City of Perris is the “Lead Agency” for the purpose of CEQA compliance. The Lead Agency is responsible for preparing the EIR in accordance with CEQA and the Guidelines for Implementation of the California Environmental Quality Act (CEQA Guidelines). As mandated by the CEQA Guidelines, this EIR has been subject to the City’s internal review process and reflects the City’s independent judgement and objectivity regarding the scope, content, and adequacy of analysis.

No approval from other public agencies is required for permits, financing approval, or participation agreements. However, the project is subject to an administrative review by the Riverside County Airport Land Use Commission.

EIR ADEQUACY

The principal use of an EIR is to enable the Lead Agency and other responsible agencies to examine the overall effects of projects that could have one or more significant effects on the environment. The CEQA Guidelines require no particular level of detail for such a document; instead, Section 15151 of the CEQA Guidelines states that an EIR, regardless of the type:

...should be prepared with a sufficient degree of analysis to provide decision makers with information that enables them to make a decision that intelligently takes account of environmental consequences. An evaluation of the environmental effects of a proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in the light of what is reasonably feasible. Disagreement among experts does not make an EIR

inadequate, but the EIR should summarize the main points of disagreement among the experts. The courts have looked not for perfection but for adequacy, completeness, and good faith effort at full disclosure.

The critical factor is that an environmental analysis discloses all potential environmental consequences associated with the project implementation, while avoiding unnecessary, redundant environmental analysis. The California Supreme Court has explained that when an agency's prepared an EIR:

[T]he issue is not whether the [lead agency's] studies are irrefutable or whether they could have been better. The relevant issue is only whether the studies are sufficiently credible to be considered as part of the total evidence that supports the [lead agency's] finding[.]¹

EIR SCOPE AND CONTENT

Before beginning the preparation of a Draft EIR, the Lead Agency must decide which specific issues should be evaluated in the document. CEQA and the CEQA Guidelines identify various steps that lead agencies must take to define the scope and contents of an EIR, and also give lead agencies discretion to use additional "scoping" methods.

To determine the environmental issues that should be addressed in the Draft EIR, City of Perris prepared an Initial Study to evaluate the potential environmental impacts of the proposed project. Based on the analysis in the Initial Study, the City concluded that the project would have no impact associated with the following environmental issues:

- Aesthetics
- Agriculture and Forestry Resources
- Biological Resources
- Cultural Resources
- Geology and Soils
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Population and Housing
- Public Services
- Recreation
- Tribal Cultural Resources

¹ *Laurel Heights Improvement Assn. v. Regents of the University of California* (1988) 47 Cal.3d 376, 409; see also *Eureka Citizens for Responsible Gov't v. City of Eureka* (2007) 147 Cal.App.4th 357, 382.

- Utilities and Service Systems
- Wildfire

The Initial Study analysis of these environmental uses is provided in Appendix A to this EIR.

The Initial Study determined that the proposed project could, however, have potentially significant impacts associated with the following environmental issues:

- Air Quality
- Energy
- Greenhouse Gas Emissions
- Noise

Input as to the scope of the Draft EIR was then obtained from interested public agencies and private parties through a Notice of Preparation of a Draft EIR review process and public Draft EIR scoping meeting. The Notice of Preparation was posted on the Governor's Office of Land Use and Climate Innovation CEQAnet Web Portal and at the Riverside County Clerk's office and was circulated for a 30-day review period beginning on November 7, 2025 and ending on December 8, 2025. The Notice of Preparation and Initial Study are included as Appendix A to this EIR and the letters received by the City of Perris in response to the Notice of Preparation are included as Appendix B to this EIR.

Table 1-1 provides a summary of the letters received by the City of Perris in response to the Notice of Preparation along with a statement on how the comments have been addressed in the EIR.

In compliance with CEQA Guidelines Section 15201, the City of Perris also conducted a Draft EIR scoping meeting with the City of Perris Planning Commission and the public in the City Council Chambers on November 19, 2025. Written comment letters that were submitted by people in attendance are included as Appendix C to this EIR.

Table 1-2 provides a summary of the comments identified during the Draft EIR scoping meeting along with a statement on how the comments have been addressed in the EIR.

The input provided through the Notice of Preparation review period did not identify any additional topical areas of analysis to be included in the Draft EIR. Although the Initial Study determined that potential transportation impacts would be less than significant, the City has decided to include an evaluation of this topic based on the Truck Routes Plan Update Transportation Analysis that was prepared after the publication of the Initial Study.

ORGANIZATION OF THE EIR

This EIR has been formatted for ease of use and reference. To help the reader locate information of particular interest, a summary of the contents of each section of the EIR is provided. The following sections are contained within the EIR:

Introduction — This section introduces the subject of this EIR, the purpose for an EIR, standards for EIR adequacy, an introduction to the scope and content of this EIR, and the opportunities that will be provided for public participation in the project and EIR review process.

Executive Summary — This section provides a summary of the analyses and conclusions presented in the body of this EIR, including the potential environmental impacts of the proposed project, the recommended mitigation measures, the level of significance after mitigation, and the unavoidable impacts of the project. Also contained within this section is a summary of alternatives to the proposed project and their ability to reduce the significant impacts of the project.

TABLE 1-1: SUMMARY OF NOTICE OF PREPARATION RESPONSE LETTERS

Comment Letter and Comments	How Comments Are Addressed in the EIR
State Agencies	
California Native American Heritage Commission, November. 4, 2025	
This letter provides details regarding the mission of the Native American Heritage Commission, a background of Assembly Bill (AB) 52 and Senate Bill (SB) 18, and the Native American Heritage Commission's interest in the Project's cultural and historical impacts. The letter also details the requirements for CEQA compliance with AB 52 and SB 18, as well as the NAHC recommendations for conducting cultural resources assessments.	The City of Perris has concluded the process of consulting with local Native American tribes as required by AB 52 and SB 18. Potential impacts to cultural resources and tribal cultural resources have been evaluated in the Initial Study prepared for the proposed project. No further evaluation of impacts to cultural resources and tribal cultural resources are provided in this EIR.
Local Agencies	
Riverside County Transportation and Land Management Agency, December 5, 2025	
This letter acknowledges that Riverside County is undertaking a similar process to comply with AB 98. It also asks City staff to meet with County staff to discuss the proposed removal of San Jacinto Avenue as a truck route.	The City of Perris has met with County staff to discuss the proposed project. This letter does not affect the content of the EIR.
City of Menifee, December 8, 2025	
This letter asks that the EIR evaluate how the proposed project – particularly the addition of a truck route on Case Road – may affect roadways within the City of Menifee. The City of Menifee is specifically concerned about a potential increase in eastbound traffic on Highway 74 within Menifee. The letter also requests that all future environmental notices and documents be provided to the City of Menifee.	All proposed changes to the truck routes within the City of Perris are located north of the City of Menifee. According to the modeling conducted for the Truck Routes Plan Update Transportation Analysis prepared for the proposed project, the proposed project could result in an increase of approximately 3 trucks per day on Ethanac Road east of the I-215 under existing with project conditions and approximately 8 trucks per day under year 2045 with project conditions.

TABLE 1-1: SUMMARY OF NOTICE OF PREPARATION RESPONSE LETTERS

Comment Letter and Comments	How Comments Are Addressed in the EIR
Organizations and Individuals	
Center for Community Action and Environmental Justice, December 8, 2025	
This letter asks the City to include adequate mitigation measures along the remaining designated truck routes. The letter also asks that the EIR process covers the requirements of SB 932 to further identify safety improvements that need to be made along truck routes.	The Initial Study and EIR evaluate the potential environmental impacts associated with the project as proposed by the City of Perris. Pursuant to CEQA Guidelines Section 15126.4, an EIR is required to describe feasible mitigation measures which could minimize significant adverse environmental impacts associated with a proposed project. Mitigation measures are not required when no impact would occur or if the potential impacts would be less than significant. Mitigation measures are also not required to address existing environmental conditions.
Rutan & Tucker, LLP, December 9, 2025	
This letter is submitted on behalf of Golden Hill Country, LLC and Ranch Haven, LLC, which are the applicants of a project in Riverside County known as the Stoneridge Commerce Center. The letter objects to the proposed project. The commenter's project is proposing to utilize San Jacinto Avenue to access the I-215. The letter states that this truck route was "settled upon as a result of intense analysis of various alternatives that were triggered by the City's comments during the project's environmental review phase before the County of Riverside." The letter then explains the commenter's opinion that the proposal to de-designate San Jacinto Avenue is inconsistent with the requirements of AB 98 and that the truck traffic from the Stoneridge Commerce Center would be allowed to continue to use San Jacinto Avenue pursuant to that project's existing entitlements. The EIR would need to evaluate the VMT, air quality, and greenhouse gas impacts and how the modifications would interact with other projects in the area, including the Stoneridge Commerce Center.	It is important to note that the Stoneridge Commerce Center project has not been approved by the County of Riverside. As such, there are no existing entitlements for that project. The City of Perris agrees that the current truck routes proposed for the Stoneridge Commerce Center were developed after the City's comments submitted in response to the original Draft EIR which was published in 2022. The Recirculated Draft EIR for the Stoneridge Commerce Center was published on January 25, 2024. Alternative truck routes that would have traveled through other jurisdictions such as the City of Menifee were rejected because the analyzed roadways were not designated truck routes. AB 98 was signed into law on September 29, 2024. As such, the City of Perris is now required to comply with the provisions of AB 98 to protect its residents from the impacts associated with truck traffic. It is not the responsibility of the City of Perris to evaluate the impacts associated the proposed Stoneridge Commerce Center when that project has not been approved and entitled.

Environmental Setting — This section describes the physical environment that currently exists at, and in the vicinity of, the project site. This section also summarizes the approach for addressing cumulative impacts in this EIR.

Project Description — This section describes the project as proposed by the City of Perris, outlines the objectives for the project, and identifies the approvals required by the City of Perris and other agencies for project implementation.

Environmental Impact Analysis — The Environmental Impact Analysis is the primary focus of the EIR. Separate discussions are provided to address the potential environmental impacts of the proposed project. Each section provides a discussion of existing conditions (environmental setting), identification of the thresholds of significance for that topic, an assessment of the impacts of the project in relation to the

thresholds of significance, recommended mitigation measures, cumulative impacts, and a residual impact statement as to the effectiveness of the recommended mitigation measures.

Alternatives to the Proposed Project — This section identifies alternatives to the proposed project that have been considered by the City to reduce and/or minimize significant project impacts. This includes a “no project” alternative.

Other CEQA Considerations — This section provides information required by CEQA regarding potential impacts that would result from the proposed project, including the significant unavoidable adverse impacts, significant irreversible changes to the environment, and potential impacts resulting from growth inducement.

Preparers of the EIR — This section identifies the individuals responsible for the preparation of this EIR.

TABLE 1-2: SUMMARY OF DRAFT EIR SCOPING MEETING COMMENTS

Commenter and Comments	How Comments Are Addressed in the EIR
Jack Shively, City of Perris Planning Commission Vice-Chairman	
The Planning Commission Vice-Chairman asked about the existing condition of Case Road and whether it can accommodate trucks.	The City Engineer described the existing condition of Case Road and it was explained that Case Road can accommodate the anticipated truck traffic.
Jillian Menez, City of Perris Planning Commissioner	
The Planning Commissioner asked whether the determination to designate truck routes was based on existing uses or zoning.	City staff explained that the determination to designate truck routes was based on existing zoning.
Elizabeth Jimenez, City of Perris Planning Commissioner	
The Planning Commissioner asked that the EIR evaluate land use impacts to uses along the existing truck routes. The Planning Commissioner referenced a school along Wilson Avenue.	Under CEQA, land use impacts are based on the potential of a project to (1) physically divide an established community or (2) 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. These potential impacts were evaluated in the Initial Study prepared for the proposed project. The Initial Study determined that there would be no land use impacts associated with the proposed project. The potential noise impacts to existing uses along all of the existing and proposed trucks routes are evaluated in this EIR.
Dwayne Hammond, City of Perris Planning Commission Chairman	
The Planning Commission Chairman asked about a realigned Bonnie Drive and about the segment of Ellis Avenue from the Ellis Avenue overpass.	The City Engineer explained that these roadway segments are not part of the proposed project.

TABLE 1-2: SUMMARY OF DRAFT EIR SCOPING MEETING COMMENTS

Commenter and Comments	How Comments Are Addressed in the EIR
John Langford	
The commenter submitted a letter on behalf of Perris Property LLC as the largest property owner within the New Perris Specific Plan area. The commenter opposes some of the proposed changes and requests that the City consider an alternative that extends the truck route on Ellis Avenue to the northeast towards I-215. The letter also expresses some perceived ambiguity in the Notice of Preparation.	The City of Perris is proposing to comply with the requirements of AB 98 and new Government Code Section 65302.02 by amending the City of Perris General Plan Circulation Element and Perris Municipal Code to add one truck route and remove three truck routes from the City's designated truck routes. These truck routes affect existing roadways within the City of Perris. No new roadways such as the alternative recommended by the commenter are proposed at the present time. In addition, no new truck routes are needed to accommodate the land uses currently planned for in the City of Perris General Plan and the City's existing specific plans. If a new truck route would be needed to accommodate a future industrial development project that is currently unplanned or approved within Perris, that project applicant would likely need to propose the new truck routes and have it evaluated in the project's environmental documents.
Tatiana Flores	
The commenter discussed the requirements of AB 98 and stated their support for the proposed truck route removals and opposition to the proposed Case Road segment addition. The commenter stated that the Case Road addition could induce industrial growth.	The proposed Case Road segment addition would accommodate a recently approved industrial project (Conditional Use Permit 23-05047) that is located at the southwest corner of Watson Road and Case Road. It is not proposed to accommodate any other industrial projects or to induce industrial growth in any other area.
Karla Cervantez	
The commenter requested that the City remove the proposed Case Road segment addition due to adjacent properties being zoned for commercial and residential uses. They asked for other routes to be considered and for the City to conduct community outreach.	The Eastern Municipal Water District's Perris Valley Regional Water Reclamation Facility is located to the west of this roadway segment, while I-215 is located to the east of the southern portion of this roadway segment and the Burlington Northern Santa Fe Southern line and vacant land are located to the east of the southern portion of this roadway segment. The vacant land has a City of Perris General Plan land use designation of Light Industrial and a corresponding zoning designation of Light Industrial. There are no existing or planned sensitive uses (e.g., schools, hospitals, day-care facilities, parks) located along this roadway segment. The City is following its legal noticing requirements for the proposed project.

TABLE 1-2: SUMMARY OF DRAFT EIR SCOPING MEETING COMMENTS

Commenter and Comments	How Comments Are Addressed in the EIR
Franco Pacheco The commenter requested that the City remove the proposed Case Road segment addition due to adjacent properties being zoned for commercial and residential uses. The commenter stated that the Case Road addition could induce more industrial growth. They asked for the City to conduct community outreach.	The Eastern Municipal Water District's Perris Valley Regional Water Reclamation Facility is located to the west of this roadway segment, while I-215 is located to the east of the southern portion of this roadway segment and the Burlington Northern Santa Fe Southern line and vacant land are located to the east of the southern portion of this roadway segment. The vacant land has a City of Perris General Plan land use designation of Light Industrial and a corresponding zoning designation of Light Industrial. There are no existing or planned sensitive uses (e.g., schools, hospitals, day-care facilities, parks) located along this roadway segment. The proposed Case Road segment addition would accommodate a recently approved industrial project (Conditional Use Permit 23-05047) that is located at the southwest corner of Watson Road and Case Road. It is not proposed to accommodate any other industrial projects or to induce industrial growth in any other area. The City is following its legal noticing requirements for the proposed project.
David Alcala Jr. The commenter asked for the City to conduct community outreach and for the City to look at all conditions.	The City conducted a workshop for members of the public on February 11, 2026, and another workshop for industry representatives on February 19, 2026.

PUBLIC PARTICIPATION

Public participation is an essential part of the CEQA process. To provide full public disclosure of the potential environmental impacts that may occur as a result of the proposed project, CEQA requires that the Draft EIR be circulated for a 45-day public review period. During this review period, public agencies and interested organizations and individuals are encouraged to provide written comments addressing their concerns regarding the adequacy and completeness of the Draft EIR.

An original Draft EIR for the proposed project was circulated for public review from February 6, 2026 to March 23, 2026. By the end of the original Draft EIR public review period, the City had received a number of comments expressing concerns regarding truck route access for properties located in the unincorporated area to the east of Perris and the redistribution of trucks in this area. In response, the City decided to expand the study area for truck generation and movement and reevaluate the potential environmental impacts of the proposed project in a Recirculated Draft EIR. The Recirculated Draft EIR entirely replaces the previous Draft EIR and the City will only be responding to comments on the Recirculated Draft EIR, and not to comments on the prior Draft EIR it replaces.

When providing written comments on the subject matter of the Draft EIR, the readers are referred to Section 15204(a) of the CEQA Guidelines, which states:

In reviewing draft EIRs, persons and public agencies should focus on the sufficiency of the document in identifying and analyzing the possible impacts on the environment and ways in which the significant effects of the project might be avoided or mitigated. Comments are most helpful when they suggest additional specific alternatives or mitigation measures that would provide better ways to avoid or mitigate the significant environmental effects. At the same time, reviewers should be aware that the adequacy of an EIR is determined in terms of what is reasonably feasible, in light of factors such as the magnitude of the project at issue, the severity of its likely environmental impacts, and the geographic scope of the project. CEQA does not require a lead agency to conduct every test or perform all research, study, and experimentation recommended or demanded by commenters. When responding to comments, lead agencies need only respond to significant environmental issues and do not need to provide all information requested by reviewers, as long as a good faith effort at full disclosure is made in the EIR.

All comments or questions regarding the Draft EIR should be addressed to:

Rafael Garcia, Principal Planner
City of Perris Planning Division
135 North D Street
Perris, CA 92570
Telephone: (951) 943-5003 ext. 413
Email: rgarcia@cityofperris.org

A copy of the Recirculated Draft EIR will also be made available for public review on the City's website (<https://www.cityofperris.org/departments/development-services/planning/environmental-documents-for-public-review>) and at the public service counter for the City of Perris Development Services Department at the address listed above.

Following the Recirculated Draft EIR public review period and receipt of all written comments, the City of Perris will prepare a Final EIR. The Final EIR will provide additions and revisions to the Recirculated Draft EIR as applicable, written responses to the written comments received by the City during the Recirculated Draft EIR public review period, and a Mitigation Monitoring and Reporting Program. Agency representatives and members of the public will also have additional opportunities to participate in the review of the proposed project through attendance at the public hearings before the City of Perris Planning Commission and City Council.

ISSUES TO BE RESOLVED

Issues to be resolved by the City of Perris include the determination that the EIR adequately evaluates the potential environmental impacts of the proposed project, the determination that the recommended mitigation measures reduce the significant impacts of the project to a less than significant level or to the maximum extent feasible, and the determination as to whether to approve or deny the project as proposed or one of the alternatives evaluated in the EIR.

EXECUTIVE SUMMARY

This summary is intended to highlight the major areas of importance in the environmental analysis of the proposed project. This summary includes a discussion of the location of the project site, project objectives, and the project description. A summary of the potential impacts that could occur as a result of the proposed project, recommended mitigation measures, and the level of significance after mitigation is included in this section. A summary of project alternatives is also provided.

PROJECT LOCATION

The City of Perris encompasses approximately forty square miles in northwestern Riverside County in the Perris Valley midway between the San Jacinto and the Santa Ana Mountains. The City of Perris is bordered on the north by the City of Moreno Valley and March Air Reserve Base/Inland Port Airport. On the south, it is bordered by the City of Menifee, on the east by unincorporated areas of Riverside County, and on the west by the unincorporated community of Mead Valley and unincorporated Riverside County. One major freeway and one railroad transect the City of Perris. Interstate 215 (I-215) runs north/south near the eastern edge of the City and the Burlington Northern Santa Fe Southern line from Riverside with Metrolink service traverses through the City along I-215 in the north and transitions southeast along Case Road.

The City of Perris is proposing to comply with the requirements of California Assembly Bill (AB) 98 and new Government Code Section 65302.02 by amending the City of Perris General Plan Circulation Element and Perris Municipal Code to remove three truck routes and add one truck route to the City's designated truck routes. The four roadway segments are as follows:

- Removal of Ellis Avenue from McPherson Road to Goetz Road
- Removal of Ellis Avenue between the Ellis Realignment Overpass and Sherman Road
- Removal of San Jacinto Avenue between I-215 and Dunlap Drive
- Addition of Case Road from Bonnie Drive to Watson Road

PROJECT OBJECTIVES AND INTENDED USES

The primary objective for the proposed project, as set forth by the City of Perris, is to update the City's designated Truck Route Map in accordance with the requirements of AB 98 and California Government Code Section 65302.02.

PROPOSED PROJECT

The City of Perris is proposing to comply with the requirements of AB 98 and new Government Code Section 65302.02 by amending the City of Perris General Plan Circulation Element and Perris Municipal

Code to remove three truck routes and add one truck route to the City's designated truck routes. The specific changes to the City's designated truck routes are described below.

Removal of Ellis Avenue from McPherson Road to Goetz Road

The segment of Ellis Avenue between McPherson Road and Goetz Road is proposed to be removed from the City's designated truck routes, as it is predominantly adjacent to existing and planned residential zoned properties and remains unimproved west of A Street. These conditions conflict with AB 98 requirements intended to direct truck traffic away from residential areas and sensitive receptors.

Removal of Ellis Avenue between the Ellis Realignment Overpass and Sherman Road

The segment of Ellis Avenue between the Ellis Realignment Overpass and Sherman Road is proposed to be removed from the City's designated truck routes, as it does not meet required freeway interchange spacing requirements and is located within a conservation area of the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) and a floodway, where development rights are restricted. These restrictions make the corridor unsuitable for continued designation as a truck route.

Removal of San Jacinto Avenue between I-215 and Dunlap Drive

The segment of San Jacinto Avenue between the I-215 and Dunlap Road is proposed to be removed due to its proximity to the existing and planned residential uses and Bob Long Park to the north. Also, the San Jacinto Avenue crossing at the Perris Valley Storm Drain channel is currently and ultimately insufficient to reliably accommodate truck traffic as it is only a 24-foot-wide low-flow crossing that needs to be closed several times per year during rain events. Additionally, due to surrounding land and storm drain channel limitations, the ultimate design of the San Jacinto Avenue bridge crossing over the Perris Valley Channel is expected to accommodate only a 5-year storm event, which is not currently planned for construction. Even if the San Jacinto Avenue bridge crossing was programmed for construction for a 5-year storm event, during a significant rain event, the roadway system would still be closed due to flooding. This segment also includes the removal of a portion of Redlands Avenue from San Jacinto Avenue to I-215. The presence of the existing and planned sensitive receptors is inconsistent with AB 98 guidance to minimize truck travel adjacent to residential and park uses.

Addition of Case Road from Bonnie Drive to Watson Road

A new truck route is proposed to be designated for Case Road between Bonnie Drive and Watson Road, as this segment is along the Eastern Municipal Water District (EMWD) Perris Valley Regional Water Reclamation Facility to the west and the I-215 freeway, Burlington Northern Santa Fe Southern line, and vacant land zoned for light industrial uses to the east, and to provide an official truck route access for a recently approved industrial project (Conditional Use Permit 23-05047) located at the southwest corner of Watson Road and Case Road. There are no existing or planned sensitive uses (e.g., schools, hospitals, day-care facilities, parks) located along this roadway segment. Currently, pursuant to the City of Perris General Plan and Perris Municipal Code, trucks are not allowed to travel southbound on Case Road to Ethanac Road or westbound on Watson Road to Murrieta Road and this proposed truck route would not change this restriction.

Each of the roadways proposed to be designated or removed as truck routes in the Perris Municipal Code and Circulation Element are located completely within the City of Perris. The proposed project would not involve any new construction or development within the City. Signs would be installed as required by Government Code Section 65302.02 to identify the designated truck routes. The proposed changes to the City's truck routes would not change the classification (e.g., expressway, primary arterial, secondary, arterial) of any of the affected roadways. No new unplanned roadways would have to be constructed to redistribute the truck traffic and no existing roadways would have to be modified. The proposed truck route changes would also not require any change to the General Plan land use designations for the properties along the affected roadways. Local deliveries would continue under California Vehicle Code § 35703 (Commercial Vehicle Access to Restricted Streets) and non-local delivery truck traffic would be rerouted.

One other change to the City of Perris General Plan Circulation Element and Perris Municipal Code that the City is informing the public about is the designation of Ethanac Road from Goetz Road to Barnett Road as a truck route. This roadway segment was a designated truck route until July 22, 2022 when the City of Perris approved changes to several designated truck routes. The City's approval of the removal of Ethanac Road west of Barnett Road was the subject of a lawsuit filed in the Superior Court of the State of California by the City of Menifee and a group of industrial property owners. The Court found that this segment of Ethanac Road is within the jurisdiction of both the City of Perris and the City of Menifee and Section 35702 of the California Vehicle Code prohibits a jurisdiction from enacting an ordinance with respect to any highway which is not under the exclusive jurisdiction of the local authority. As such, the Court found that Section 35702 deprives the City of Perris the power to adopt an ordinance prohibiting truck traffic on the shared segment of Ethanac Road west of Barnett Road. The Court ruling did not affect the other approved changes to the City's designated truck routes. The change to the Ethanac Road segment designation will be reflected in the City of Perris General Plan Circulation Element and Perris Municipal Code but is not a discretionary action that is part of the proposed project.

TOPICS OF KNOWN CONCERN

To determine the environmental issues that should be addressed in the Draft EIR, City of Perris prepared an Initial Study to evaluate the potential environmental impacts of the proposed project. Based on the analysis in the Initial Study and the comments received in response to the Notice of Preparation of a Draft EIR for the proposed project, the City concluded that the project could have potentially significant impacts associated with the following environmental issues:

- Transportation
- Air Quality
- Energy
- Greenhouse Gas Emissions
- Noise

All other environmental issues were either determined to have no impact or the impact of the proposed project was determined to be less than significant.

A summary of the potential significant environmental impacts of the project is provided in Table 2-1. As shown, the proposed project would not result in any unavoidable significant environmental impacts.

PROJECT ALTERNATIVES

This EIR also considers a range of alternatives to the proposed project to provide informed decision-making in accordance with Section 151216(f) of the CEQA guidelines. The alternative analyzed in this EIR is as follows:

No Project Alternative

Under the No Project Alternative, no changes to the City of Perris designated truck routes would occur. Case Road between Bonnie Drive and Watson Road would not be designated as a truck route and Ellis Avenue between McPherson Road and Goetz Road, Ellis Avenue between the Ellis Realignment Overpass and Sherman Road, and San Jacinto Avenue between the I-215 and Dunlap Road would continue to be designated as truck routes. The existing and planned residential uses along Ellis Avenue and San Jacinto Avenue could be exposed to impacts from increased truck travel such as localized air pollutant levels and noise levels. Keeping these roadway segments as designated truck routes would also put the City in violation with the requirements of AB 98 and new Government Code Section 65302.02. This would expose the City to penalties from the California Attorney General of up to \$50,000 every six months if the required updates have not been made.

TABLE 2-1 – SUMMARY OF PROJECT IMPACTS AND MITIGATION MEASURES

Environmental Impacts	Mitigation Measures	Residual Impacts
Transportation		
Circulation System Programs, Plans, Ordinances, and Policies: Implementation of the proposed project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.	No mitigation is required or recommended	Less than significant impact
Vehicle Miles Traveled: Implementation of the proposed project would not conflict or be inconsistent with CEQA Guidelines Section 15064.3(b) for the reduction of vehicle miles travelled.	No mitigation is required or recommended	Less than significant impact
Roadway Hazards: Implementation of the proposed project would not substantially increase hazards due to a design feature or incompatible uses.	No mitigation is required or recommended	No impact
Emergency Access: Implementation of the proposed project would not result in inadequate emergency access.	No mitigation is required or recommended	No impact
Air Quality		
Consistency with the 2022 AQMP: Implementation of the proposed project would not conflict with or obstruct implementation of the 2022 Air Quality Management Plan for the South Coast Air Basin.	No mitigation is required or recommended	Less than significant impact
Cumulatively Considerable Increases in Emissions: The mass daily emissions associated with the proposed project would not exceed the thresholds of significance recommended by the South Coast Air Quality Management District (AQMD).	No mitigation is required or recommended	Less than significant impact
Exposure of Sensitive Receptors to Substantial Pollutant Concentrations: Implementation of the proposed project would not expose sensitive receptors to substantial pollutant concentrations.	No mitigation is required or recommended	Less than significant impact
Energy		
Energy Consumption: The proposed project would not consume energy resources in a wasteful, inefficient, or unnecessary amount.	No mitigation is required or recommended	Less than significant impact
Energy Efficiency: The proposed project would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency.	No mitigation is required or recommended	Less than significant impact
Greenhouse Gas Emissions		
Generation of Greenhouse Gas (GHG) Emissions: The proposed project would result in a net increase in greenhouse gas emissions but would not exceed the thresholds of significance recommended by the South Coast AQMD.	No mitigation is required or recommended	Less than significant impact
Consistency With GHG Plans: The proposed project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.	No mitigation is required or recommended	Less than significant impact
Noise		
Increases in Noise Levels: Construction activities associated with the proposed project would not generate a substantial temporary increase in noise levels. Implementation of the proposed project would not generate substantial permanent increases in noise levels.	No mitigation is required or recommended	Less than significant impact

TABLE 2-1 – SUMMARY OF PROJECT IMPACTS AND MITIGATION MEASURES

Environmental Impacts	Mitigation Measures	Residual Impacts
Ground-borne Vibration or Ground-borne Noise Levels: Construction activities associated with the proposed project would not generate excessive ground-borne vibration.	No mitigation is required or recommended	Less than significant impact

ENVIRONMENTAL SETTING

CEQA requires that an EIR include a description of the physical environmental conditions in the vicinity of the project site, as they exist at the time the Notice of Preparation of a Draft EIR is published, or if no Notice of Preparation is published, at the time environmental analysis is commenced, from both a local and regional perspective. This environmental setting will normally constitute the baseline physical conditions by which a lead agency determines whether an impact is significant. The description of the environmental setting shall be no longer than is necessary to provide an understanding of the significant effects of the proposed project and its alternatives. Additional descriptions of the environmental setting as it relates to each of the environmental topics analyzed in this EIR are included in the environmental setting discussions provided within the four technical sections of this EIR.

As part of the environmental setting, this section also identifies the amount of cumulative development currently envisioned for the vicinity of the project site. This is important since, in many cases, the impact of a single project may not be significant, but when combined with other projects, the “cumulative” impact may be significant. Section 15130 of the CEQA Guidelines requires an EIR to assess not only an individual project’s potential impacts, but also the cumulative impacts when combined with other projects.

Section 15125(d) of the CEQA Guidelines requires that an EIR discuss any inconsistencies between the proposed project and applicable general plans and regional plans. While this requirement is listed in the Environmental Setting section of the CEQA Guidelines, it does not make much sense to discuss the effects of a project in a section of the EIR that is merely describing the physical environmental conditions in the vicinity of the project site. Instead, consistency of the proposed project with all applicable policies from applicable local and regional plans is discussed in the Land Use and Planning section of the Initial Study, which is included as Appendix A of this EIR. The analysis in the Initial Study determined that the proposed project would be consistent with each of the policies and goals from the City of Perris General Plan that have been adopted for the purpose of avoiding or mitigating an environmental effect that are applicable to the proposed project. The consistency of the proposed project with the Air Quality Management Plan for the South Coast Air Basin is evaluated in the Air Quality section of this EIR.

REGIONAL SETTING

Project Site Location

Located in the Perris Valley midway between the San Jacinto and the Santa Ana Mountains, the City of Perris encompasses approximately forty square miles in northwestern Riverside County. An additional estimated seventeen square miles are included as the City’s Sphere of Influence as defined by the Riverside County Local Agency Formation Commission. The City of Perris is bordered on the north by the City of Moreno Valley and March Air Reserve Base / March Inland Port Airport. On the south, it is bordered by the City of Menifee, on the east by unincorporated areas of Riverside County, and on the west by the unincorporated community of Mead Valley and unincorporated Riverside County. One major freeway and one railroad transect the City of Perris. Interstate 215 (I-215) runs north / south near the eastern edge of the City and the Burlington Northern Santa Fe Southern line from Riverside with Metrolink service traverses through the City along I-215 in the north and transitions southeast along Case Road.

Existing Truck Traffic

According to the Circulation Element of the City of Perris General Plan, primary generators of truck traffic in the City of Perris are agricultural, commercial, and industrial uses. Since agriculture is a relatively mature industry throughout the County, overall truck traffic volume generated by agricultural uses should remain stable in the future. However, relocation and replacement of individual agricultural processing plants and other new industries can substantially alter both regional and localized patterns and concentrations of truck traffic in the City. As healthy industrial growth is expected within the City, related truck traffic will continue to increase; particularly in northern Perris. In addition, similar growth just north of Perris in Moreno Valley will exacerbate traffic conditions. The City also expects truck traffic to remain constant or increase around the Perris Valley Airport.

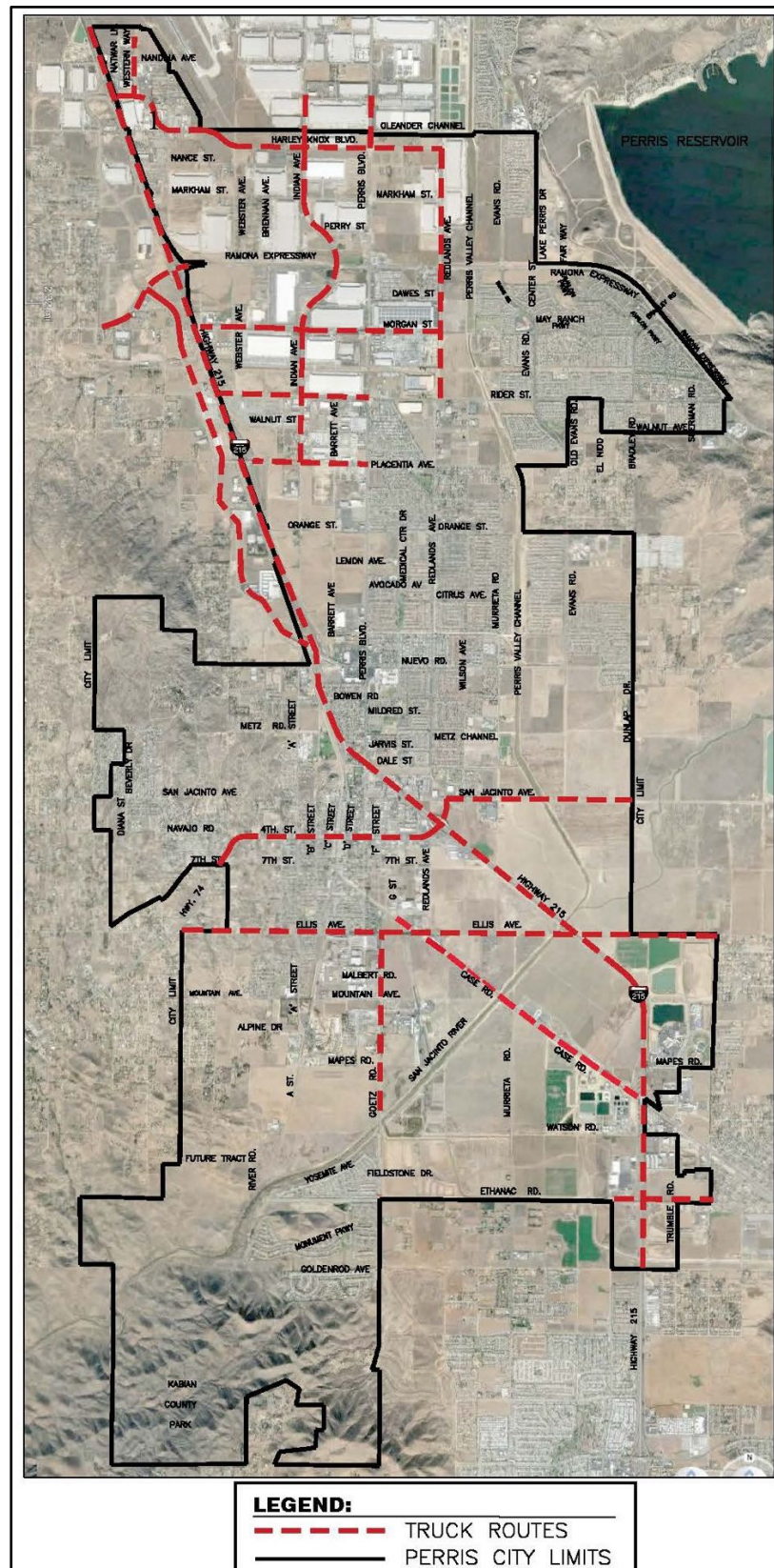
Existing Truck Routes

The existing regional truck routes to and from the City of Perris are I-215 to and from the north and south, State Route 74 (SR-74)/Ethanac Road to and from the east, and SR-74/W. Fourth Street to and from the west. These are the regional routes considered for regional goods movement in the Southern California Association of Governments' Regional Transportation Plan/Sustainable Communities Strategy known as Connect SoCal.

Section 35701 of the California Vehicle Code allows local authorities to prohibit the use of a street by any commercial vehicle except for public utility vehicles or any commercial vehicle on a direct route from an unrestricted street for the purpose of making pickups or deliveries. In response to this authority, the City of Perris has over the years established approved truck routes on select roadway segments within its jurisdiction. Section 35703 (Commercial Vehicle Access to Restricted Streets) provides that no ordinance adopted pursuant to Section 35701 shall prohibit any commercial vehicles coming from an unrestricted street having ingress and egress by direct route to and from a restricted street when necessary for the purpose of making pickups or deliveries of goods, wares, and merchandise from or to any building or structure located on the restricted street or for the purpose of delivering materials to be used in the actual and bona fide repair, alteration, remodeling, or construction of any building or structure upon the restricted street for which a building permit has previously been obtained.

Chapter 10.40.020 of the Perris Municipal Code - the City's Truck Route Enabling Ordinance - is the specific legal vehicle by which truck routes, shown in the General Plan as a policy issue, are translated into specific legal routes when adopted by the City of Perris City Council and the routes have been posted. The list of truck routes in Section 10.40.020 was originally adopted in 1992. Changes to the City's truck routes were most recently adopted by the City Council in November 2022. All of the roadways currently designated as truck routes in the City of Perris General Plan Circulation Element and Perris Municipal Code are presently constructed and open to traffic. The City's existing designated truck routes are illustrated in Figure 3-1.

FIGURE 3-1 - EXISTING CITY OF PERRIS DESIGNATED TRUCK ROUTES



California Assembly Bill 98 and Government Code Section 65098

On September 29, 2024, Governor Gavin Newsom signed Assembly Bill (AB) 98 into law, which imposes new design and build standards for new or expanded logistics uses across the state. In general, AB 98 imposes standards relating to warehouse design and location, parking, truck loading bays, landscaping buffers, entry gates, and signage. The type of requirements that would apply to a project will depend on the presence of sensitive receptors, the size of the project, and the existing zoning on the land. AB 98 also imposes requirements for developments on sites that are not zoned industrial or would require rezoning that are located in the “warehouse concentration region” of southern California regardless of the presence of a sensitive receptor. The warehouse concentration region includes Riverside County and San Bernardino County, and the cities of Chino, Colton, Fontana, Jurupa Valley, Moreno Valley, Ontario, Perris, Rancho Cucamonga, Redlands, Rialto, Riverside, and San Bernardino.

AB 98 also requires cities and counties to update the circulation element components of their general plans to establish designated truck routes that avoid residential areas and sensitive receptors. For cities and counties that are located in a warehouse concentration region, new Government Code Section 65302.02 requires the city or county to update its circulation element to implement the following:

- Identify and establish specific travel routes for the transport of goods, materials, or freight for storage, transfer, or redistribution to safely accommodate additional truck traffic and avoid residential areas and sensitive receptors, as defined by Government Code Section 65098.¹
- Maximize the use of interstate or state divided highways as preferred routes for truck routes. The county or city shall also maximize use of arterial roads, major thoroughfares, and local roads that predominantly serve commercial, agricultural, or industrial uses when state or interstate highways are not utilized. Truck routes shall comply with the following:
 - Major or minor collector streets and roads that predominantly serve commercial, agricultural, or industrial uses shall be used for truck routes only when strictly necessary to reach existing industrial zones.
 - Trucks shall be routed via transportation arteries that minimize exposure to sensitive receptors.
- On and after January 1, 2028, all proposed developments of a logistics use development, as defined in Government Code Section 96098, shall be accessible via arterial roads, major thoroughfares, or local roads that predominantly serve commercial, agricultural, or industrial uses.
- The purpose of this section is to ensure that logistics use developments are sited in locations that minimize adverse impacts on residential communities and enhance transportation efficiency. This is

¹ California Government Code Section 65098 defines sensitive receptors as 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) publicly owned parks, playgrounds, or recreational areas or facilities primarily used by children; (5) nursing homes, long-term care facilities, hospices, convalescent facilities, or similar live-in housing; and (6) hospitals, as defined in Section 12877 of the Health and Safety Code.

achieved by restricting logistics use developments to roadways that are suited to handle the associated traffic and that predominantly serve commercial, agricultural, or industrial uses.

- For purposes of this section, local roads shall be considered to predominantly serve commercial, agricultural, or industrial uses if more than 50 percent of the properties fronting the road within 1,000 feet of the truck entrances and exits are designated for commercial, agricultural, or industrial use according to the local zoning ordinance.
- The county or city may consult with the Department of Transportation and the California Freight Advisory Committee for technical assistance.
- The county or city shall provide for posting of conspicuous signage to identify truck routes and additional signage for truck parking and appropriate locations for idling and parking.
- The county or city shall make truck routes publicly available in geographic information system (GIS) format and share GIS maps of the truck routes with warehouse operators, fleet operators, and truck drivers.

Jurisdictions within the warehouse concentration region have had until January 1, 2026 to make these amendments, while all other jurisdictions must complete these revisions by January 1, 2028. Pursuant to Government Code Section 65302.02(i)(1), the California Attorney General may impose a fine against a jurisdiction that is in violation of this section of up to \$50,000 every six months if the required updates have not been made.

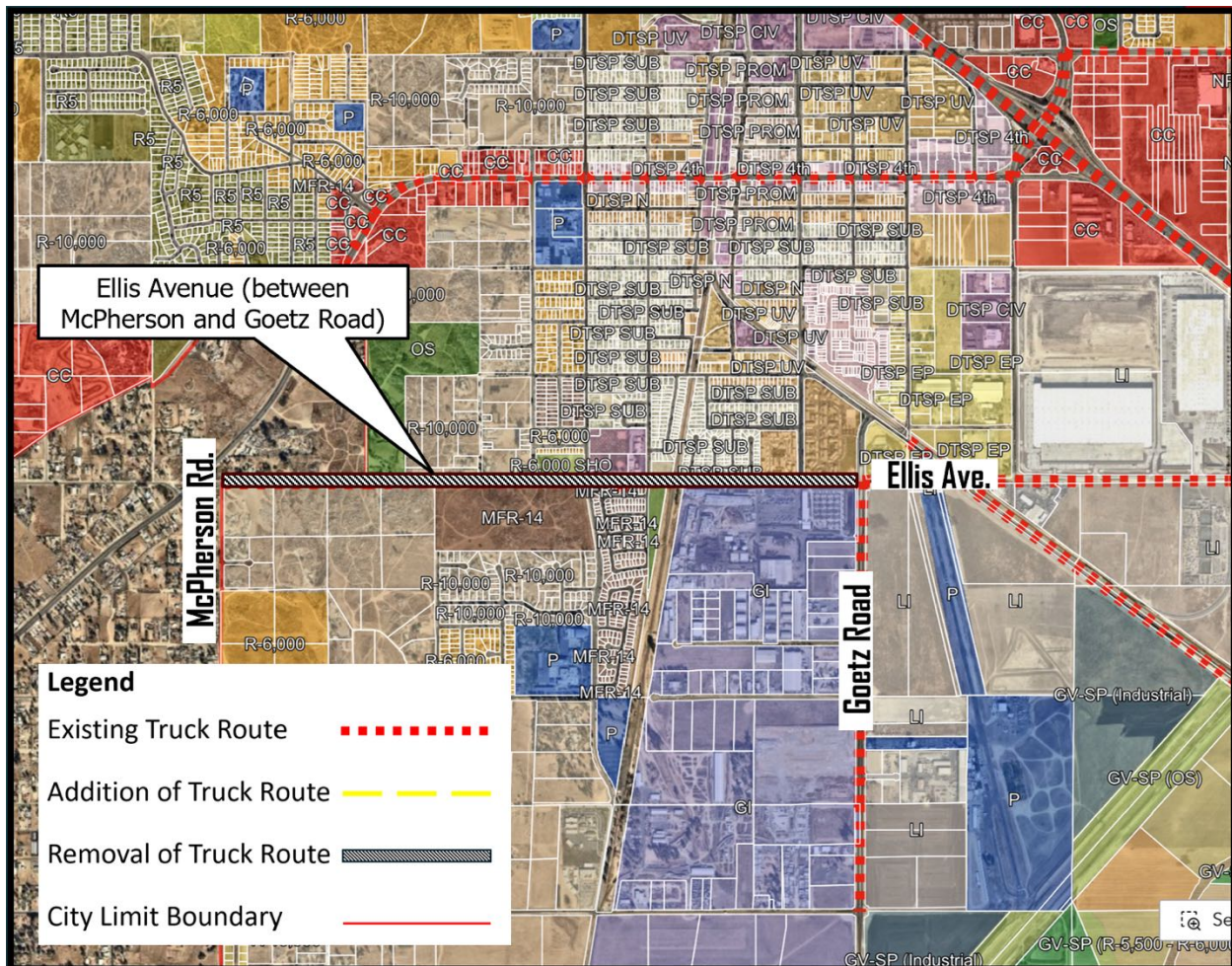
LOCAL SETTING

The City of Perris proposing to comply with the requirements of AB 98 and new Government Code Section 65302.02 by amending the City of Perris General Plan Circulation Element and Perris Municipal Code to remove three truck routes and add one truck route to the City's designated truck routes. The existing conditions of the four roadway segments are described below.

Ellis Avenue from McPherson Road to Goetz Road

The segment of Ellis Avenue between McPherson Road and Goetz Road is proposed to be removed from the City's designated truck routes, as it is predominantly adjacent to existing and planned residential zoned properties and remains unimproved west of A Street. This existing truck route is illustrated in Figure 3-2.

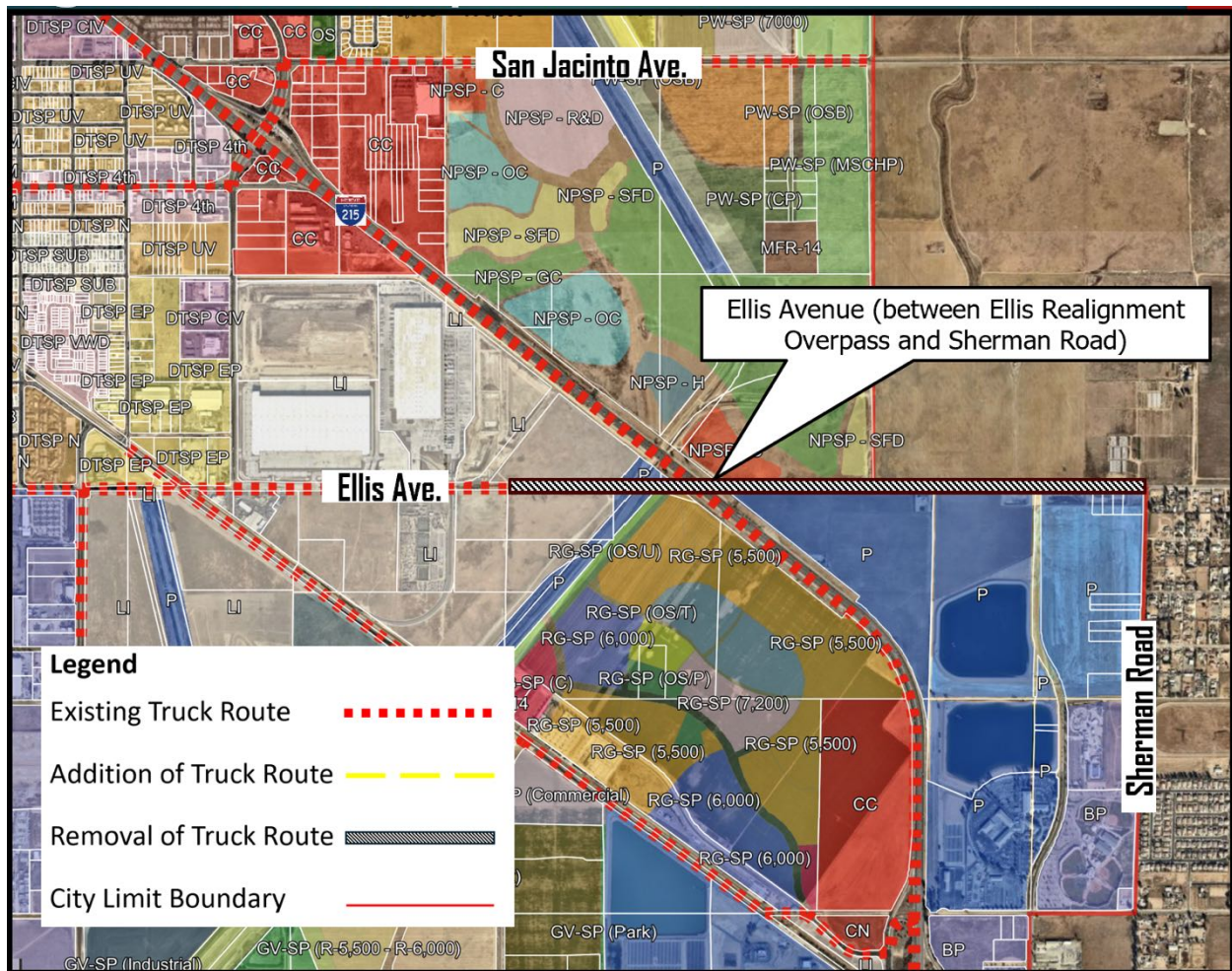
FIGURE 3-2 - REMOVAL OF ELLIS AVENUE FROM MCPHERSON ROAD TO GOETZ ROAD



Ellis Avenue between the Ellis Realignment Overpass and Sherman Road

The segment of Ellis Avenue between the Ellis Realignment Overpass and Sherman Road is proposed to be removed from the City's designated truck routes, as it does not meet required freeway interchange spacing requirements and is located within a conservation area of the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) and a floodway, where development rights are restricted. This existing truck route is illustrated in Figure 3-3.

FIGURE 3-3 - REMOVAL OF ELLIS AVENUE BETWEEN THE ELLIS REALIGNMENT OVERPASS AND SHERMAN ROAD

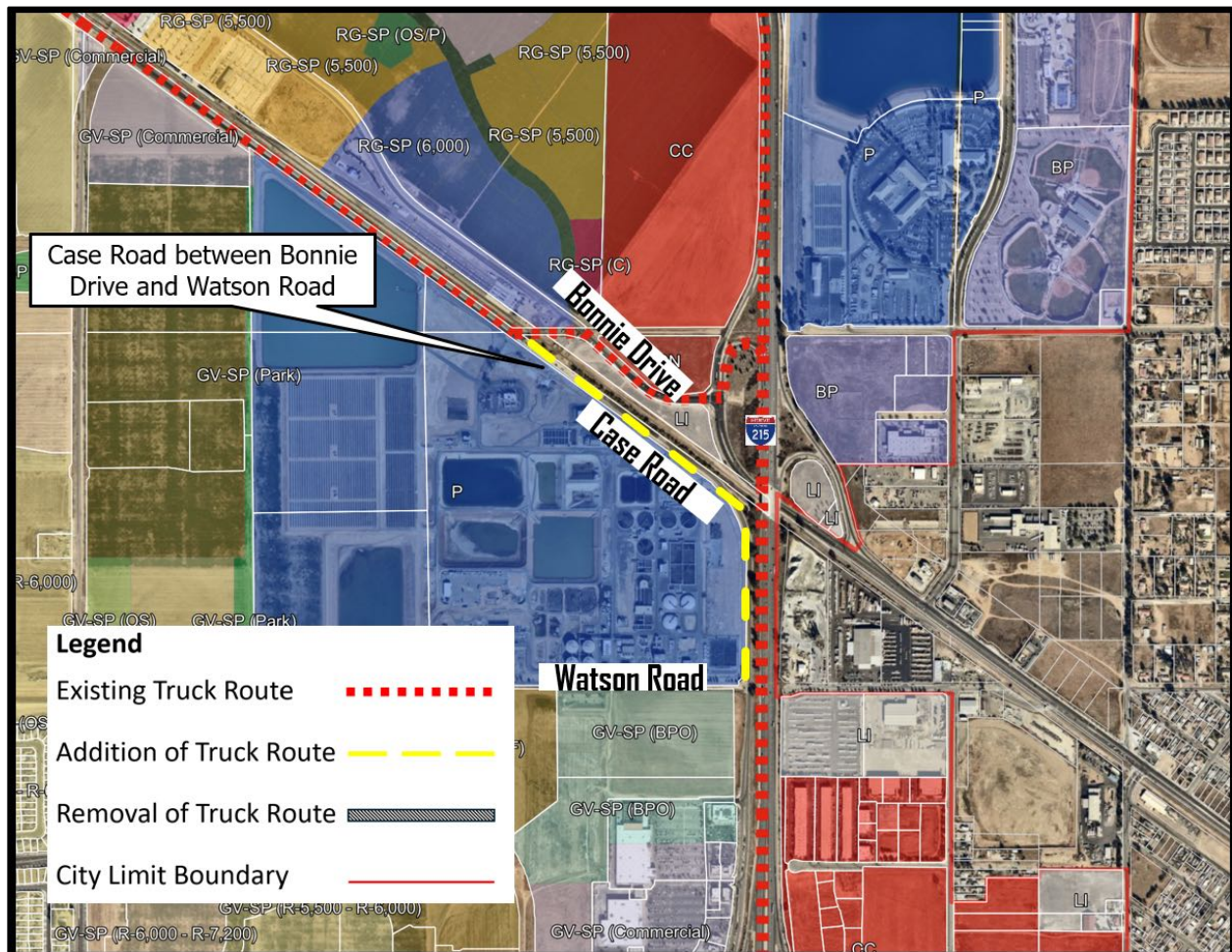


San Jacinto Avenue between I-215 and Dunlap Drive

The segment of San Jacinto Avenue between the I-215 and Dunlap Road is proposed to be removed due to its proximity to the existing and planned residential uses and Bob Long Park to the north. Also, the San Jacinto Avenue crossing at the Perris Valley Storm Drain channel is currently and ultimately insufficient to reliably accommodate truck traffic. The existing 24-foot-wide low-flow crossing at this location currently needs to be closed several times per year during rain events. Due to surrounding land and storm drain channel limitations, the ultimate design of the San Jacinto Avenue bridge crossing over the Perris Valley Storm Drain channel is expected to accommodate only a five-year storm event. However, a future bridge crossing is not currently planned for construction, and a future bridge crossing would still need to be closed during substantial rain events.

This segment also includes the removal of a portion of Redlands Avenue from San Jacinto Avenue to I-215. This existing truck route is illustrated in Figure 3-4.

FIGURE 3-5 - ADDITION OF CASE ROAD FROM BONNIE DRIVE TO WATSON ROAD



RARE OR UNIQUE ENVIRONMENTAL RESOURCES

Section 15125(c) of the CEQA Guidelines states that emphasis should be placed in the Environmental Setting on environmental resources that are rare or unique to that region and would be affected by the project. In this case, where the City of Perris is proposing only to amend the City of Perris General Plan Circulation Element and Perris Municipal Code to add one truck route and remove three truck routes from the City's designated truck routes, no rare or unique environmental resources would be affected by the proposed project. This is confirmed in the analysis provided in the Initial Study.

RELATED PROJECTS

In addition to the potential environmental impacts that would be associated with the proposed project, this EIR also evaluates "cumulative impacts." Section 15355 of the CEQA Guidelines defines cumulative impacts as two or more individual effects that, when considered together, are considerable or that compound or increase other environmental impacts. In general, these impacts occur in conjunction with

other related development that may have impacts that might compound or interrelate with those of the project under review.

In order to analyze the cumulative impacts of the proposed project in combination with other expected future development, the amount and location of growth expected to occur in addition to the proposed project must be considered. Section 15130(b) of the CEQA Guidelines allows the following two methods of prediction:

- A) A list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the agency, or
- B) A summary of projections contained in an adopted general plan or related planning document, or in a prior environmental document which has been adopted or certified, which described or evaluated regional or areawide conditions contributing to the cumulative impact. Any such planning document shall be referenced and made available to the public at a location specified by the lead agency.

The proposed project would not involve any new construction or development. The potential direct environmental impacts associated with the proposed project would be limited to the installation of signs identifying the designated truck routes and the potential in direct environmental impacts would be limited to the redistribution of truck trips to only access the City's designated truck routes. As such, this EIR utilizes the Riverside County Transportation Model (RIVCOM) version 4.0 regional travel demand model, which provides roadway volume forecasts for both passenger vehicles and trucks. The model includes a 2018 base year and a 2045 future year, allowing for estimation of long-term growth in traffic activity throughout the region. Future traffic projections were developed by taking the incremental growth between the 2018 base model year and the 2045 future model year and applying it to the 2025 existing traffic volumes. This approach ensures that future conditions reflect both (1) regional growth captured by RIVCOM and (2) the most recent traffic counts along the truck route network. The resulting volumes therefore represent a combination of observed 2025 conditions and modeled long-range traffic growth.

The City of Perris is aware of the following proposed projects that could be affected by the proposed changes to the City's designated truck routes:

Perris Valley Towne Center Project: The City of Perris is considering a proposed General Plan Amendment and Zone Change to develop approximately 122,074 square feet of commercial building space and an 848,000-square-foot fulfillment center. The entire project site is located along the southern side of San Jacinto Avenue east of Redlands Avenue and currently designated for commercial uses.

New Perris Commerce Center Specific Plan: The City of Perris is considering a proposal to rescind the existing New Perris Specific Plan and replace it with the New Perris Commerce Center Specific Plan for the development of up to approximately 3.7 million square feet consisting of up to approximately 6,780 square feet of mixed use commercial retail, up to approximately 250,000 square feet of mixed-use light industrial/minor accessory commercial, up to approximately 130 residential units within a residential overlay; and up to approximately 3.5 million square feet of high-cube logistics/e-commerce use with office space. The New Perris Specific Plan site is located along the southern side of San Jacinto Avenue east of Murrieta Road.

Stoneridge Commerce Center: The County of Riverside is considering a request to amend the existing Stoneridge Specific Plan to allow for the development of up to 7,350,000 square feet of light industrial

building space, 1,069,398 square feet of business park building space, and up to 121,968 square feet of commercial building space. Although the City of Perris has formally objected to this project's truck traffic within City of Perris boundaries, the current Recirculated Draft EIR for the Stoneridge Commerce Center considers two alternative truck routes that would direct the majority of the truck trips to travel along San Jacinto Avenue within the City of Perris. The current Recirculated Draft EIR for the Stoneridge Commerce Center identifies significant and unavoidable noise impacts to the existing and planned residential uses along both Dunlap Drive (not a designated truck route) and San Jacinto Avenue under Alternative truck Route 1 and significant and unavoidable noise impacts to the existing and planned residential uses along San Jacinto Avenue under Alternative Truck Route 2.

These projects may need to revise their proposed projects or truck routes to respect the proposed changes to the City of Perris designated truck routes. The properties could, however, be developed in accordance with the applicable existing general plan, zoning, and specific plan designations.

REFERENCES

Perris, City of. Amended August 26, 2022. *City of Perris General Plan Circulation Element*. Available at <https://www.cityofperris.org/home/showpublisheddocument/447/637974757046500000>.

Southern California Association of Governments. Adopted April 4, 2024. *Connect SoCal: The Southern California Association of Governments' 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy*. Available at <https://scag.ca.gov/connect-SoCal-2024>.

T&B Planning, Inc. January 25, 2024. *Recirculated Draft Environmental Impact Report, Stoneridge Commerce Center, Riverside County, California*. Available at <https://planning.rctlma.org/stoneridge-commerce-center#2741959481-2942845862>.

PROJECT DESCRIPTION

This section of the EIR provides the project description for the City of Perris Truck Routes Plan Update (project or proposed project). The purpose of this project description is to describe the project in a way that will be meaningful to the public, reviewing agencies, and decision-makers. According to CEQA, an adequate project description need not be exhaustive but should supply the detail that is necessary for project evaluation of potential environmental impacts.¹

PROJECT APPLICANT

The applicant for the City of Perris Truck Routes Plan Update is as follows:

City of Perris
101 North D Street
Perris, CA 92570

PROJECT OBJECTIVES AND INTENDED USES

The primary objective for the proposed project, as set forth by the City of Perris, is to update the City's General Plan Circulation Element designated Truck Route Map in accordance with the requirements of Assembly Bill (AB) 98 and California Government Code Section 65302.02.

PROJECT CHARACTERISTICS

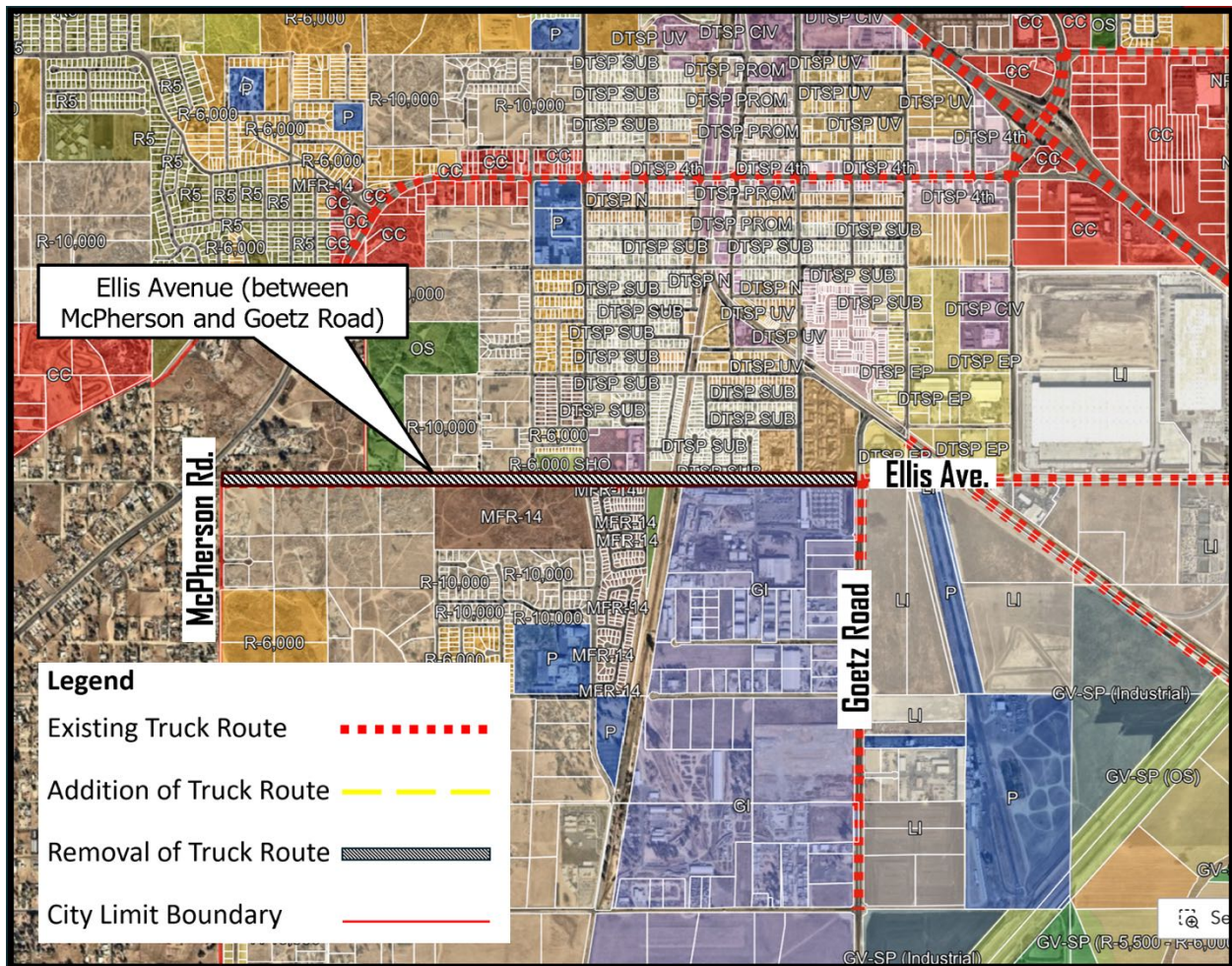
The City of Perris is proposing to comply with the requirements of AB 98 and new Government Code Section 65302.02 by amending the City of Perris General Plan Circulation Element and Perris Municipal Code to and remove three truck routes and add one truck route to the City's designated truck routes. The specific changes to the City's designated truck routes are described below.

Removal of Ellis Avenue from McPherson Road to Goetz Road

The segment of Ellis Avenue between McPherson Road and Goetz Road is proposed to be removed from the City's designated truck routes, as it is predominantly adjacent to existing and planned residential zoned properties and remains unimproved west of A Street. These conditions conflict with AB 98 requirements intended to direct truck traffic away from residential areas and sensitive receptors. This proposed truck route removal is illustrated in Figure 4-1.

¹ Although required by CEQA for a project description, this EIR provides a list of the agencies that are expected to use the EIR in their decision-making process in the Introduction section and the location of the project site is provided in the Environmental Setting section.

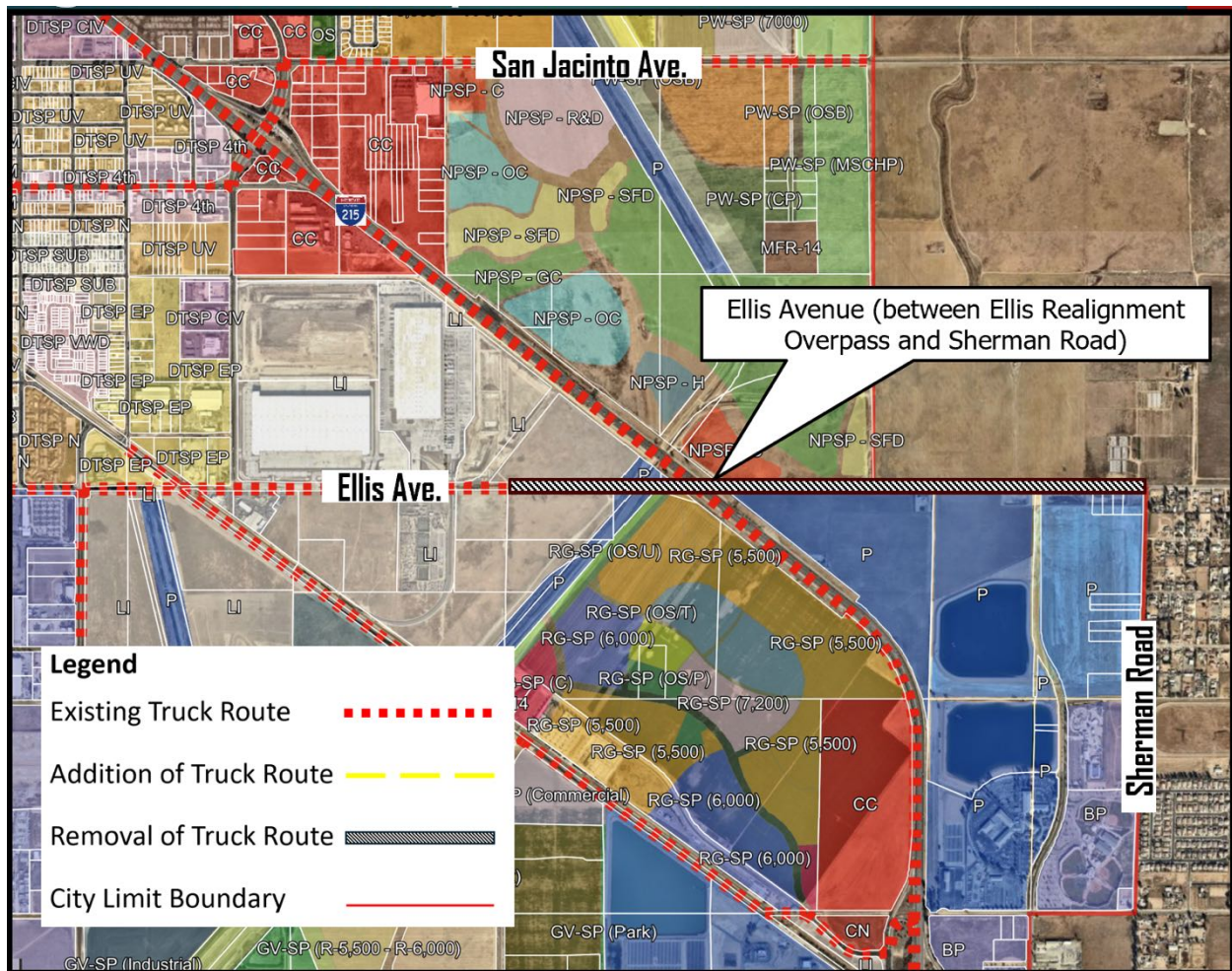
FIGURE 4-1 - REMOVAL OF ELLIS AVENUE FROM MCPHERSON ROAD TO GOETZ ROAD



Removal of Ellis Avenue between the Ellis Realignment Overpass and Sherman Road

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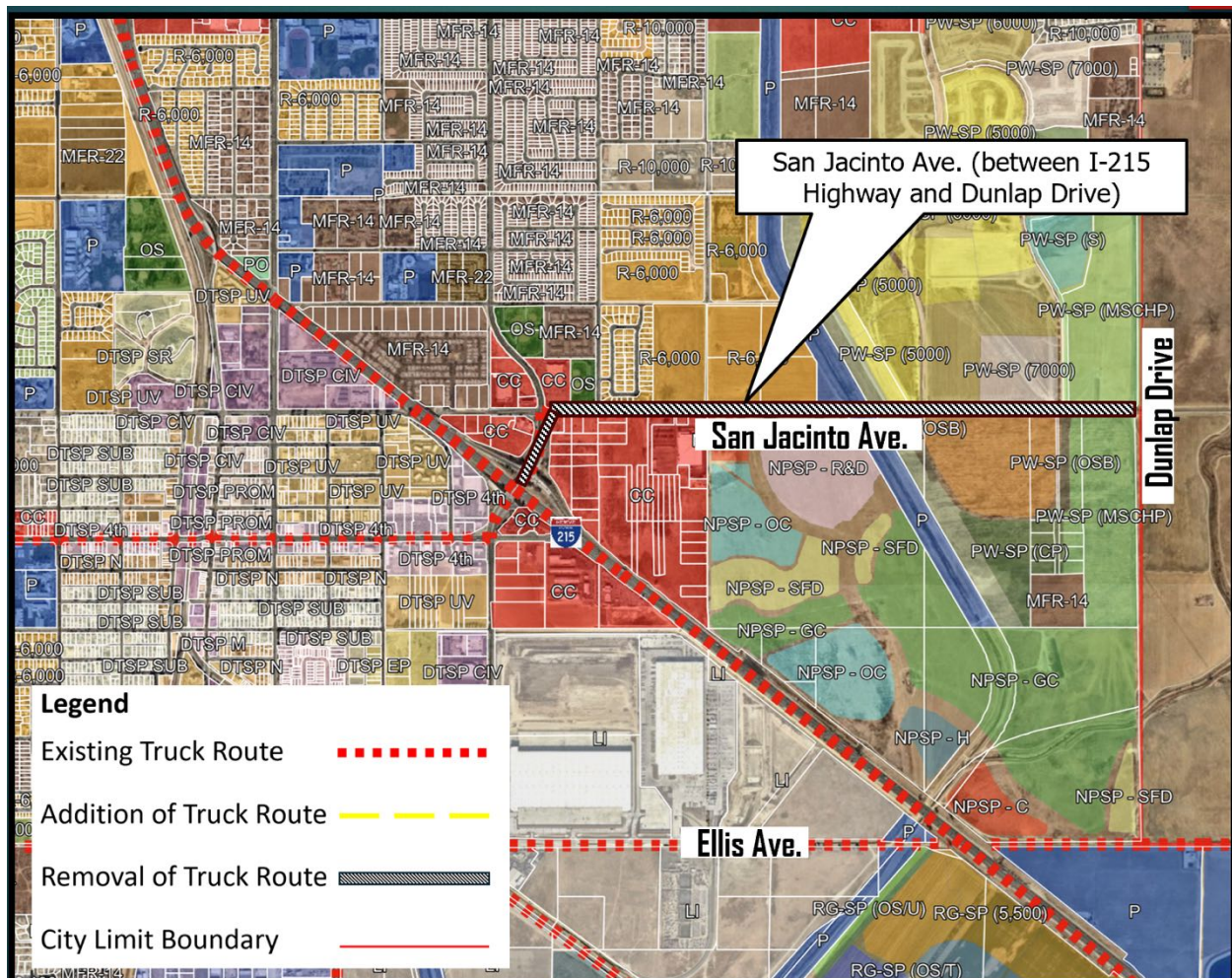
FIGURE 4-2 - REMOVAL OF ELLIS AVENUE BETWEEN THE ELLIS REALIGNMENT
OVERPASS AND SHERMAN ROAD



Removal of San Jacinto Avenue between I-215 and Dunlap Drive

The segment of San Jacinto Avenue between the I-215 and Dunlap Road is proposed to be removed due to its proximity to the existing and planned residential uses and Bob Long Park to the north. Also, the San Jacinto Avenue crossing at the Perris Valley Storm Drain channel is currently and ultimately insufficient to reliably accommodate truck traffic as it is only a 24-foot-wide low-flow crossing that needs to be closed several times per year during rain events. Additionally, due to surrounding land and storm drain channel limitations, the ultimate design of the San Jacinto Avenue bridge crossing over the Perris Valley Channel is expected to accommodate only a 5-year storm event, which is not currently planned for construction. Even if the San Jacinto Avenue bridge crossing was programmed for construction for a 5-year storm event, during a significant rain event, the roadway system would still be closed due to flooding. This segment also includes the removal of a portion of Redlands Avenue from San Jacinto Avenue to I-215. The presence of these sensitive receptors is inconsistent with AB 98 guidance to minimize truck travel adjacent to residential and park uses. This proposed truck route removal is illustrated in Figure 4-3.

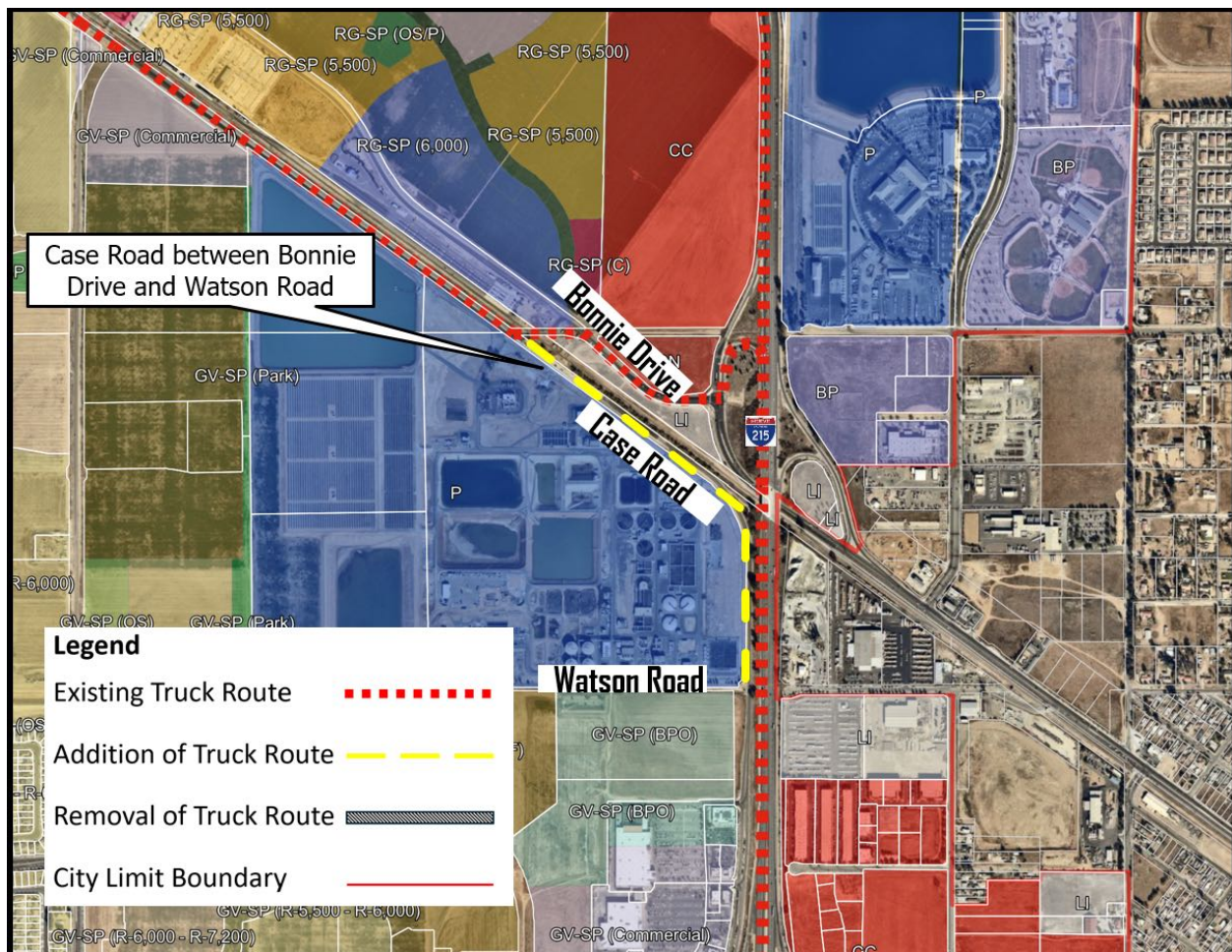
FIGURE 4-3 - REMOVAL OF SAN JACINTO AVENUE BETWEEN I-215 AND DUNLAP DRIVE



Addition of Case Road from Bonnie Drive to Watson Road

A new truck route is proposed to be designated along Case Road between Bonnie Drive and Watson Road, to provide an official truck route access for a recently approved industrial project (Conditional Use Permit 23-05047) located at the southwest corner of Watson Road and Case Road. This new truck route is illustrated in Figure 4-4. As shown in Figure 4-4, the Eastern Municipal Water District's Perris Valley Regional Water Reclamation Facility is located to the west of this roadway segment while I-215 is located to the east of the southern portion of this roadway segment and the Burlington Northern Santa Fe Southern line and vacant land are located to the east of the southern portion of this roadway segment. The vacant land has a City of Perris General Plan land use designation of Light Industrial and a corresponding zoning designation of Light Industrial. There are no existing or planned sensitive uses (e.g., schools, hospitals, day-care facilities, parks) located along this roadway segment. Currently, pursuant to the City of Perris General Plan and Perris Municipal Code, trucks are not allowed to travel southbound on Case Road to Ethanac Road or westbound on Watson Road to Murrieta Road and this proposed truck route would not change this restriction.

FIGURE 4-4 - ADDITION OF CASE ROAD FROM BONNIE DRIVE TO WATSON ROAD



Each of the roadways proposed to be designated or removed as truck routes in the Perris Municipal Code and Circulation Element are located completely within the City of Perris. The proposed project would not involve any new construction or development. Signs would be installed as required by Government Code Section 65302.02 to identify the designated truck routes. The proposed changes to the City's truck routes would not change the classification (e.g., expressway, primary arterial, secondary, arterial) of any of the affected roadways. No new unplanned roadways would have to be constructed to redistribute the truck traffic and no existing roadways would have to be modified. The proposed truck route changes would also not require any change to the General Plan land use designations for the properties along the affected roadways.

COLLECTOR AND LOCAL ROAD COMPATIBILITY

AB 98 emphasizes that logistics-related development must be accessible via arterial roads, major thoroughfares, or roads that predominantly serve commercial, agricultural, or industrial uses. If a truck route is designated along a collector or local road, it must meet two key criteria: (1) at least 50 percent of the properties fronting the roadway within 1,000 feet of the truck entrances and exits must be designated

for commercial , agricultural, or industrial use, and (2) the route must avoid concentrations of sensitive receptors such as residences, schools, hospitals, day-care facilities, and parks.

The City of Perris's updated truck route map has been reviewed with respect to the AB 98 criteria above. The findings are as follows:

- All designated truck routes within the City of Perris are located on roadways classified as expressways, arterials, or secondary arterials. There are no truck routes designated along collector or local streets, with the exception of one segment; Western Way, from the northern City limits to Harley-Knox Boulevard.
- Western Way, from the northern City limits to Harley-Knox Boulevard is located on an unclassified /local road, per the City of Perris General Plan Circulation Element. The segment traverses a corridor that is entirely surrounded by land uses that are zoned General Industrial and Light Industrial, and no residential or other sensitive receptor land uses (e.g., schools, hospitals, day-care facilities, parks) front along the roadway within 1,000 feet. Therefore, routing truck traffic along this corridor does not conflict with the AB 98 requirement of having at least 50 percent of the properties fronting the roadway be commercial, agricultural, or industrial use.
- Since no other truck route segments run along collector or local streets, the requirement to meet 50 percent of commercial/agricultural/industrial frontage does not apply for the remainder of the network.

Therefore, the City's proposed map meets the AB 98 requirements.

DISCRETIONARY ACTIONS AND APPROVALS

The City of Perris is the lead agency for the proposed project. The discretionary approvals that are required for the proposed project include:

- **General Plan Amendment 25-00002:** General Plan Amendment 25-00002 would amend the City of Perris General Plan Circulation Element Existing Designated Truck Routes map (Exhibit CE-9) as described below.

The following roadway segments will be removed from the Circulation Element Truck Routes Map:

- Ellis Avenue - from McPherson Road to Goetz Road
- Ellis Avenue - between the Ellis realignment overpass and Sherman Road
- San Jacinto Avenue - between I-215 and Dunlap Drive

The following roadway segment will be added to the Circulation Element Truck Routes Map:

- Case Road - from Bonnie Drive to Watson Road

- **Code Text Amendment 25-00006:** Zoning Code Text Amendment 25-00006 would amend Perris Municipal Code Section 10.40.20 Truck Routes Designated as shown below with the changes shown in red:
 - (1) Interstate 215: from its northerly city limits to its southerly city limits.
 - (2) Western Way: from its northerly city limits to Harley Knox Boulevard.
 - (3) Harley Knox Boulevard: from Interstate 215 to Redlands Avenue.
 - (4) Indian Avenue: from Northern City limits to Placentia Avenue.
 - (5) Perris Boulevard: from its northerly city limit to Harley Knox Boulevard.
 - (6) Redlands Avenue: from Harley Knox Boulevard to Rider Street.
 - (7) Morgan Street: from Interstate 215 to Redlands Avenue.
 - (8) Rider Street: from Interstate 215 to Perris Boulevard.
 - (9) Placentia Avenue: from Interstate 215 to Perris Boulevard.
 - (10) State Highway 74 (Fourth Street): from its westerly city limits to ~~its easterly city limits I-215~~.
 - (11) Ellis Avenue: from ~~its westerly city Goetz Road limits Goetz Road~~ to ~~its easterly city limits the Ellis Avenue overpass~~.
 - (12) Goetz Road: from the San Jacinto River to Ellis Avenue.
 - (13) Case Road: from “G” Street to I-215 freeway (Bonnie Drive).
 - (14) ~~Case Road: from Bonnie Drive to Watson Road.~~
 - (15) Ethanac Road: from Barnett Road to the easterly city limits.

It should be noted that San Jacinto Avenue from I-215 and Dunlap Drive is not listed in Perris Municipal Code Section 10.40.20 as a designated truck route. Therefore, the only discretionary action for this roadway segment is its removal from the Circulation Element Truck Routes Map.

One other change to the City of Perris General Plan Circulation Element and Perris Municipal Code that the City is informing the public about is the designation of Ethanac Road from Goetz Road to Barnett Road as a truck route. This roadway segment was a designated truck route until July 22, 2022 when the City of Perris approved changes to several designated truck routes. The City’s approval of the removal of Ethanac Road west of Barnett Road was the subject of a lawsuit filed in the Superior Court of the State of California by the City of Menifee and a group of industrial property owners. The Court found that this segment of Ethanac Road is within the jurisdiction of both the City of Perris and the City of Menifee and Section 35702 of the California Vehicle Code prohibits a jurisdiction from enacting an ordinance with respect to any highway which is not under the exclusive jurisdiction of the local authority. As such, the Court found that Section 35702 deprives the City of Perris the power to adopt an ordinance prohibiting truck traffic on the shared segment of Ethanac Road west of Barnett Road. The Court ruling did not affect the other approved changes to the City’s designated truck routes. The change to the Ethanac Road segment designation will be

reflected in the City of Perris General Plan Circulation Element and Perris Municipal Code but is not a discretionary action that is part of the proposed project. The change to Perris Municipal Code Section 10.40.20 Truck Routes Designated is as follows with the changes shown in red:

- (15) Ethanac Road: from **Barnett Goetz** Road to the easterly city limits.

OTHER PUBLIC AGENCIES WHOSE APPROVAL IS REQUIRED

No approval from other public agencies is required for permits, financing approval, or participation agreements. However, the project is subject to an administrative review by the Riverside County Airport Land Use Commission. This review is discussed below.

- **Airport Land Use Commission Administrative Review:** California Public Utilities Code (CPUC Section 21676) requires that all jurisdictions (county or city) refer all General Plan Amendments, Zoning Ordinance, and adoption of building regulations within an Airport Land Use Compatibility Plan (ALUCP) for Airport Land Use Commission (ALUC) review. Additionally, Section 21676.5 of the California Public Utility Code allows ALUC to review all projects within the Airport Influence Area when the local jurisdiction's General Plan is not consistent with the applicable ALUCP. Because the proposed project involves a General Plan Amendment, it is required to be considered by ALUC to determine its consistency with the 2014 March Air Reserve Base/Inland Port Airport ALUCP and the 2011 Perris Valley Airport ALUCP.

REFERENCES

Perris, City of. Amended August 26, 2022. *City of Perris General Plan Circulation Element*.

RK Engineering Group, Inc. July 10, 2026. *Truck Routes Plan Update Transportation Analysis, City of Perris*.

ENVIRONMENTAL IMPACT ANALYSIS

This section is the primary component of the Draft EIR as it provides a forecast of the probable future environment following the development of the proposed project. The purpose of this section is to inform readers about the type and magnitude of the potential environmental impacts associated with the proposed project, how such impacts would affect the existing environment, to identify mitigation measures which would reduce the magnitude of significant environmental impacts, and to identify cumulative impacts associated with development of the proposed project as well as other related projects.

SECTION FORMAT

This overall section is divided into five technical sections based on the environmental issues identified by the City of Perris in the Initial Study and the comments received in response to the Notice of Preparation of a Draft EIR for the proposed project. The five technical sections are as follows:

- Transportation
- Air Quality
- Energy
- Greenhouse Gas Emissions
- Noise

Each of these sections is organized into seven discussions, as follows:

- Summary
- Environmental Setting
- Thresholds of Significance
- Project Impacts
- Cumulative Impacts
- Unavoidable Significant Impacts
- References

TRANSPORTATION

SUMMARY

Implementation of the proposed project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.

Implementation of the proposed project would not conflict or be inconsistent with CEQA Guidelines Section 15064.3(b) for the reduction of vehicle miles travelled.

Implementation of the proposed project would not substantially increase hazards due to a design feature or incompatible uses.

Implementation of the proposed project would not result in inadequate emergency access.

INTRODUCTION

The following analysis is based upon the Truck Routes Plan Update Transportation Analysis, City of Perris (Truck Routes Plan Update Transportation Analysis) prepared by RK Engineering Group Inc., July 10, 2026. The City of Perris has independently reviewed and allowed for public review the information presented in the Truck Routes Plan Update Transportation Analysis. A copy of the Truck Routes Plan Update Transportation Analysis is provided as Appendix D to this EIR.

ENVIRONMENTAL SETTING

Regulatory Setting

California Regulations

Senate Bill 743

Prior to 2019, traffic impacts in the City of Perris and adjacent areas were evaluated using the level of service (LOS) ranking scale, which was based on a volume-to-capacity ratio. That changed when Governor Brown signed Senate Bill (SB) 743 (Steinberg, 2013), which creates a process to change the way that transportation impacts are analyzed under CEQA. Specifically, SB 743 required the Governor's Office of Planning and Research to amend the CEQA Guidelines to provide an alternative to level of service for evaluating transportation impacts. Particularly within areas served by transit, those alternative criteria must "promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses." (Public Resources Code Section 21099(b)(1).) Measurements of transportation impacts may include "vehicle miles traveled, vehicle miles traveled per capita, automobile trip generation rates, or automobile trips generated." SB 743 also amended congestion management law to allow cities and counties to opt out of level of service standards within certain infill areas. (See Government Code Sections 65088.1 and 65088.4.) Pursuant to Section 15064.3(b) of the CEQA Guidelines, the following criteria are to be used when analyzing transportation impacts:

-
- (1) Land Use Projects. Vehicle miles traveled exceeding an applicable threshold of significance may indicate a significant impact. Generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high quality transit corridor should be presumed to cause a less than significant transportation impact. Projects that decrease vehicle miles traveled in the project area compared to existing conditions should be presumed to have a less than significant transportation impact.
 - (2) Transportation Projects. Transportation projects that reduce, or have no impact on, vehicle miles traveled should be presumed to cause a less than significant transportation impact. For roadway capacity projects, agencies have discretion to determine the appropriate measure of transportation impact consistent with CEQA and other applicable requirements. To the extent that such impacts have already been adequately addressed at a programmatic level, such as in a regional transportation plan EIR, a lead agency may tier from that analysis as provided in CEQA Guidelines Section 15152.
 - (3) Qualitative Analysis. If existing models or methods are not available to estimate the vehicle miles traveled for the particular project being considered, a lead agency may analyze the project's vehicle miles traveled qualitatively. Such a qualitative analysis would evaluate factors such as the availability of transit, proximity to other destinations, etc. For many projects, a qualitative analysis of construction traffic may be appropriate.
 - (4) Methodology. A lead agency has discretion to choose the most appropriate methodology to evaluate a project's vehicle miles traveled, including whether to express the change in absolute terms, per capita, per household or in any other measure. A lead agency may use models to estimate a project's vehicle miles traveled and may revise those estimates to reflect professional judgment based on substantial evidence. Any assumptions used to estimate vehicle miles traveled and any revisions to model outputs should be documented and explained in the environmental document prepared for the project. The standard of adequacy in CEQA Guidelines Section 15151 shall apply to the analysis described in this section.

Pursuant to CEQA Guidelines Section 15064.3(a), VMT refers to the amount and distance of automobile travel attributable to a project. VMT does not pertain to truck travel for transportation impacts. Other relevant considerations may include the effects of a project on transit and non-motorized travel.

Assembly Bill 98 and Government Code Section 65098

On September 29, 2024, Governor Gavin Newsom signed Assembly Bill (AB) 98 into law, which imposes new design and build standards for new or expanded logistics uses across the state. In general, AB 98 imposes standards relating to warehouse design and location, parking, truck loading bays, landscaping buffers, entry gates, and signage. The type of requirements that would apply to a project will depend on the presence of sensitive receptors, the size of the project, and the existing zoning on the land. AB 98 also imposes requirements for developments on sites that are not zoned industrial or would require rezoning that are located in the "warehouse concentration region" of southern California regardless of the presence of a sensitive receptor. The warehouse concentration region includes Riverside County and San Bernardino County, and the cities of Chino, Colton, Fontana, Jurupa Valley, Moreno Valley, Ontario, Perris, Rancho Cucamonga, Redlands, Rialto, Riverside, and San Bernardino.

AB 98 also requires cities and counties to update the circulation element components of their general plans to establish designated truck routes that avoid residential areas and sensitive receptors. For cities and counties that are located in a warehouse concentration region, new Government Code Section 65302.02 requires the city or county to update its circulation element to implement the following:

- Identify and establish specific travel routes for the transport of goods, materials, or freight for storage, transfer, or redistribution to safely accommodate additional truck traffic and avoid residential areas and sensitive receptors, as defined by Government Code Section 65098.¹
- Maximize the use of interstate or state divided highways as preferred routes for truck routes. The county or city shall also maximize use of arterial roads, major thoroughfares, and local roads that predominantly serve commercial, agricultural, or industrial uses when state or interstate highways are not utilized. Truck routes shall comply with the following:
 - Major or minor collector streets and roads that predominantly serve commercial, agricultural, or industrial uses shall be used for truck routes only when strictly necessary to reach existing industrial zones.
 - Trucks shall be routed via transportation arteries that minimize exposure to sensitive receptors.
- On and after January 1, 2028, all proposed developments of a logistics use development, as defined in Government Code Section 96098, shall be accessible via arterial roads, major thoroughfares, or local roads that predominantly serve commercial, agricultural, or industrial uses.
- The purpose of this section is to ensure that logistics use developments are sited in locations that minimize adverse impacts on residential communities and enhance transportation efficiency. This is achieved by restricting logistics use developments to roadways that are suited to handle the associated traffic and that predominantly serve commercial, agricultural, or industrial uses.
- For purposes of this section, local roads shall be considered to predominantly serve commercial, agricultural, or industrial uses if more than 50 percent of the properties fronting the road within 1,000 feet of the truck entrances and exits are designated for commercial, agricultural, or industrial use according to the local zoning ordinance.
- The county or city may consult with the Department of Transportation and the California Freight Advisory Committee for technical assistance.
- The county or city shall provide for posting of conspicuous signage to identify truck routes and additional signage for truck parking and appropriate locations for idling and parking.

¹ California Government Code Section 65098 defines sensitive receptors as 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) publicly owned parks, playgrounds, or recreational areas or facilities primarily used by children; (5) nursing homes, long-term care facilities, hospices, convalescent facilities, or similar live-in housing; and (6) hospitals, as defined in Section 12877 of the Health and Safety Code.

- The county or city shall make truck routes publicly available in geographic information system (GIS) format and share GIS maps of the truck routes with warehouse operators, fleet operators, and truck drivers.

Jurisdictions within the warehouse concentration region have had until January 1, 2026 to make these amendments, while all other jurisdictions must complete these revisions by January 1, 2028. Pursuant to Government Code Section 65302.02(i)(1), the California Attorney General may impose a fine against a jurisdiction that is in violation of this section of up to \$50,000 every six months if the required updates have not been made.

Regional Regulations

Connect SoCal

The Southern California Association of Governments (SCAG) is a regional agency established pursuant to California Government Code Section 6500, also referred to as the Joint Powers Authority law. SCAG is designated as a Council of Governments, a Regional Transportation Planning Agency, and a Metropolitan Planning Organization. The City of Perris is within the area subject to SCAG's regional authority.

In compliance with SB 375, SCAG's Regional Council adopted Connect SoCal – the 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy of the Southern California Association of Governments. Connect SoCal builds on the continued efforts of previous Regional Transportation Plan/Sustainable Communities Strategy plans to integrate transportation and land uses strategies to increase mobility options and achieve more sustainable growth patterns for development in the SCAG region through horizon year 2045, while meeting greenhouse gas (GHG) emissions reduction targets set by the California Air Resources Board (CARB). Connect SoCal contains socioeconomic projections that are used as the basis for SCAG's transportation planning and various county services.

The Connect SoCal "Core Vision" prioritizes the maintenance and management of the region's transportation network; expanding mobility choices by co-locating housing, jobs, and transit; and increasing investment in transit and complete streets. Strategies to achieve the "Core Vision" include but are not limited to: Smart Cities and Job Centers, Housing Supportive Infrastructure, Go Zones, and Shared Mobility. Connect SoCal is intended to create benefits for the SCAG region by achieving regional goals for sustainability, transportation equity, improved public health and safety, and enhancement of the regions' overall quality of life. These benefits include, but are not limited to, a five-percent reduction in VMT per capita, a nine-percent reduction in vehicle hours traveled, and a two-percent increase in work-related transit trips.

Local Regulations

City of Perris General Plan

Section 35701 of the California Vehicle Code allows local authorities to prohibit the use of a street by any commercial vehicle except for public utility vehicles or any commercial vehicle on a direct route from an unrestricted street for the purpose of making pickups or deliveries. In response to this authority, the City of Perris has over the years established approved truck routes on select roadway segments within its jurisdiction.

The City's designated truck routes are illustrated in Exhibit CE-9 of the Circulation Element (Figure 3-1 of this EIR). The designated truck routes identify the streets which may be used by trucks, tractors, trailers, and other vehicles exceeding a maximum gross weight limit of five tons. In accordance with both local and State law, trucks or other vehicles with a maximum weight of five tons or more may use restricted streets when necessary for the purpose of making pickups and deliveries of goods, wares or merchandise from or to any building or structure located on a restricted street or for delivering materials or equipment to be used in repair, alteration, remodeling or construction of any building or structure on a restricted street.

Perris Municipal Code

Chapter 40 of the Perris Municipal Code is the specific vehicle by which the City's designated truck routes shown in the City of Perris General Plan as a policy issue are translated into specific legal routes and may be enforced.

Traffic Forecasting Methodology

The analysis in this section combines observed traffic count data with forecasts from the Riverside County Transportation Model (RIVCOM) to evaluate the effects of the proposed truck routes plan update on traffic patterns throughout the City of Perris and the surrounding transportation network. A total of 59 roadway segments within and around the City of Perris were selected for evaluation. Figure 5.1-1 shows the current City of Perris designated truck route segments (Segments 1-34). The study area also consists of additional roadway segments outside of Perris that may experience changes in traffic patterns associated with the proposed project. These additional study area roadway segments (Segments 35-59) are shown in Figure 5.1-2. Table 5.1-1 lists the 59 study area roadway segments included in this analysis.

The proposed project would not generate new vehicle trips or increase roadway capacity. Instead, the project would modify designated truck routes, which may result in the redistribution of truck traffic between roadway segments. Accordingly, the regional travel demand model was used to quantify changes in travel patterns associated with the proposed project. Traffic volumes presented in this section were developed by combining observed traffic count data with the changes in travel patterns identified by the regional travel demand model through a post-processing methodology described in the following subsections.

Existing Traffic Volumes

Existing traffic count data was collected for all study area roadway segments. The purpose of the existing traffic counts is to establish baseline traffic conditions and truck volumes by vehicle type and axle classification.

Traffic data were collected in 2024, 2025, and 2026. All counts include 24-hour two-way average daily traffic (ADT) counts with the following vehicle classifications:

- Passenger vehicles
- Two-axle trucks
- Three-axle trucks
- Four-axle trucks
- Five-axle trucks
- Six or greater-axle trucks

FIGURE 5.1-1 - EXISTING TRUCK ROUTES AND CITY ROADWAY SEGMENTS

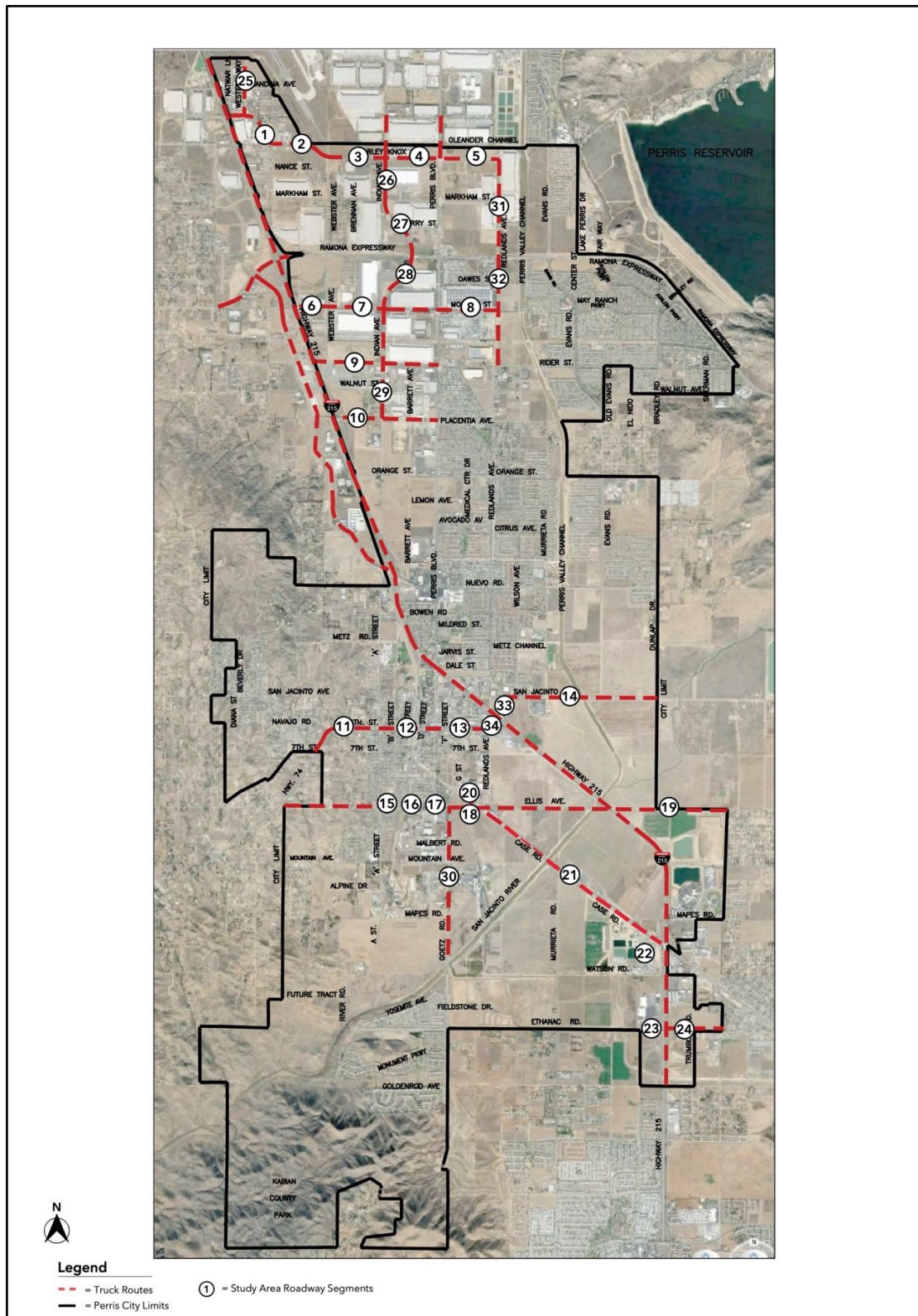


FIGURE 5.1-2 – EXPANDED STUDY AREA ROADWAY SEGMENTS

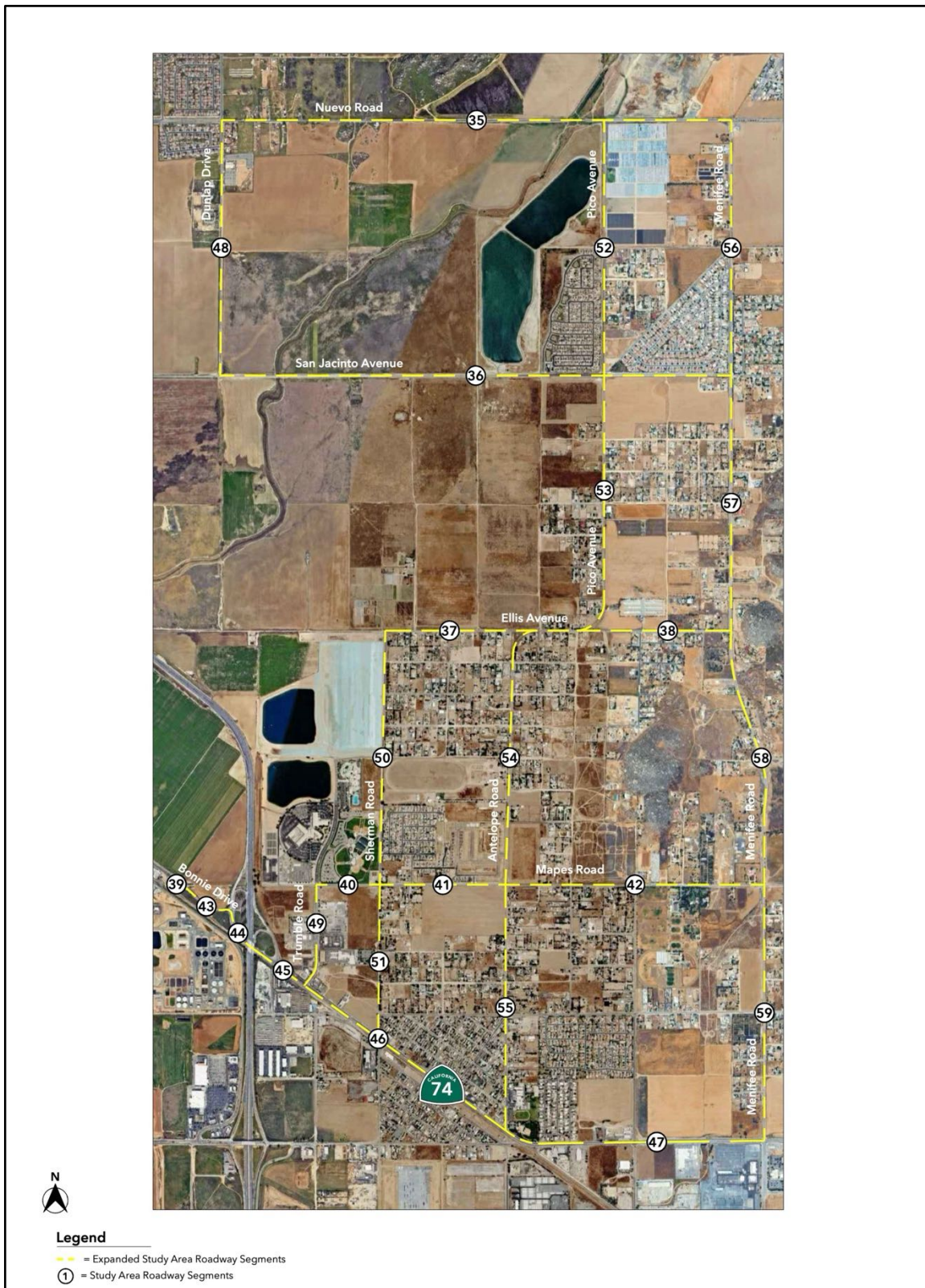


TABLE 5.1-1 – STUDY AREA ROADWAY SEGMENTS

	Roadway Segment	Jurisdiction	General Plan Future Roadway Classification ¹
1	Harley Knox Boulevard I-215 to Patterson Avenue	City of Perris	Arterial
2	Harley Knox Boulevard Patterson Avenue to Webster Avenue	City of Perris	Arterial
3	Harley Knox Boulevard Webster Avenue to Indian Avenue	City of Perris	Arterial
4	Harley Knox Boulevard Indian Avenue to Perris Boulevard	City of Perris	Arterial
5	Harley Knox Boulevard Perris Boulevard to Redlands Avenue	City of Perris	Arterial
6	Morgan Street Nevada Road to Webster Avenue	City of Perris	Secondary Arterial
7	Morgan Street Webster Avenue to Perris Boulevard	City of Perris	Secondary Arterial
8	Morgan Street Perris Boulevard to Redlands Avenue	City of Perris	Secondary Arterial
9	Rider Street Frontage Road to Perris Boulevard	City of Perris	Secondary Arterial
10	Placentia Avenue Frontage Road to Perris Boulevard	City of Perris	Arterial
11	4th Street 7th Street to A Street	City of Perris	Arterial/ Secondary Arterial
12	4th Street A Street to Perris Boulevard	City of Perris	Secondary Arterial
13	4th Street Perris Boulevard to Redlands Avenue	City of Perris	Secondary Arterial
14	San Jacinto Avenue Redlands Avenue to East City Limit	City of Perris	Arterial/ Secondary Arterial
15	Ellis Avenue A Street to End of Road	City of Perris	Arterial
16	Ellis Avenue End of Road to Perris Boulevard	City of Perris	Arterial
17	Ellis Avenue Perris Boulevard to Goetz Road	City of Perris	Arterial
18	Ellis Avenue Goetz Road to End of Road	City of Perris	Arterial
18	Ellis Avenue Realignment Overpass to Sherman Road	City of Perris	Secondary Arterial
20	Case Road G Street to Ellis Avenue	City of Perris	Secondary Arterial
21	Case Road Ellis Avenue to Mapes Road	City of Perris	Secondary Arterial
22	Case Road Bonnie Drive to Watson Road	City of Perris	Secondary Arterial
23	Ethanac Road Murrieta Road to I-215	City of Perris	Expressway
24	Ethanac Road I-215 to Sherman Road	City of Perris	Expressway
25	Western Way Northern City Limits to Harley Knox Blvd	City of Perris	Unclassified / Local Road
26	Indian Avenue Northern City Limits to Markham Street	City of Perris	Secondary Arterial
27	Indian Avenue Markham Street to Ramona Expwy	City of Perris	Secondary Arterial
28	Indian Avenue Ramona Expwy to Rider Street	City of Perris	Secondary Arterial
29	Indian Avenue Rider Street to Placentia Avenue	City of Perris	Secondary Arterial
30	Goetz Road Ellis Avenue to Mapes Road	City of Perris	Arterial
31	Redlands Avenue Harley Knox Boulevard Ramona Expwy	City of Perris	Secondary Arterial
32	Redlands Avenue Ramona Expwy to Rider Street	City of Perris	Secondary Arterial
33	Redlands Avenue San Jacinto Avenue to I-215	City of Perris	Arterial

TABLE 5.1-1 – STUDY AREA ROADWAY SEGMENTS

Roadway Segment	Jurisdiction	General Plan Future Roadway Classification ¹
34 Redlands Avenue I-215 to 4th Street	City of Perris	Arterial
35 Nuevo Road Dunlap Drive to Meniffee Road	County of Riverside	Urban Arterial
36 San Jacinto Avenue Dunlap Drive to Meniffee Road	County of Riverside	Urban Arterial
37 Ellis Avenue Sherman Road to Antelope Road	County of Riverside	Major
38 Ellis Avenue Antelope Road to Meniffee Road	County of Riverside	Major
39 Mapes Road Case Road to Bonnie Drive	City of Perris	Arterial
40 Mapes Road Trumble Road to Sherman Road	City of Meniffee	Major
41 Mapes Road Sherman Road to Antelope Road	City of Meniffee	Major
42 Mapes Road Antelope Road to Meniffee Road	City of Meniffee	Major
43 Bonnie Drive Mapes Road to I-215 SB Ramps/SR-74	City of Perris	Arterial
44 SR-74 Bonnie Drive to I-215 NB Ramps	City of Perris/ City of Meniffee	Arterial/Major
45 SR-74 I-215 NB Ramps to Trumble Road	City of Meniffee	Major
46 SR-74 Trumble Road to Antelope Road	City of Meniffee	Major
47 SR-74 Antelope Road to Meniffee Road	City of Meniffee	Major
48 Dunlap Drive Nuevo Road to San Jacinto Avenue	County of Riverside	Secondary
49 Trumble Road Mapes Road to SR-74	City of Meniffee	Major
50 Sherman Road Ellis Avenue to Mapes Road	City of Perris	Collector
51 Sherman Road Mapes Road to SR-74	City of Meniffee	Collector
52 Pico Avenue Nuevo Road to San Jacinto Avenue	County of Riverside	Collector
53 Pico Avenue San Jacinto Avenue to Ellis Avenue	County of Riverside	Collector
54 Antelope Road Ellis Avenue to Mapes Road	County of Riverside	Major
55 Antelope Road Mapes Road to SR-74	City of Meniffee	Major
56 Meniffee Road Nuevo Road to San Jacinto Avenue	County of Riverside	Urban Arterial
57 Meniffee Road San Jacinto Avenue to Ellis Avenue	County of Riverside	Urban Arterial
58 Meniffee Road Ellis Avenue to Mapes Road	County of Riverside	Urban Arterial
59 Meniffee Road Mapes Road to SR-74	City of Meniffee	Urban Arterial

Source of table data: RK Engineering Group, July 10, 2026.

The baseline year for this analysis is 2025, consistent with the year the Notice of Preparation of a Draft EIR was published. Accordingly, roadway segments with traffic counts collected in 2024 were adjusted to 2025 baseline conditions by applying a two-percent annual growth factor, consistent with City of Perris growth projections. This analysis also includes an additional 25 roadway segments (Segments 35-59) outside of the City of Perris, for which traffic counts were collected in 2026 and represent existing baseline conditions.

RIVCOM Regional Travel Demand Model

Traffic forecasts for this analysis were developed using RIVCOM version 4.0, the regional travel demand model maintained by the Western Riverside Council of Governments (WRCOG). RIVCOM is the preferred regional travel forecasting model for the City of Perris and agencies throughout Western Riverside County and represents the most current regional travel demand forecasting tool available for transportation planning and environmental analyses within the study area.

RIVCOM is a regional, multimodal travel demand model that forecasts traffic volumes based on projected land use, population, employment, and transportation network characteristics. The model includes a 2018 base year and a 2045 forecast year.

Model Adjustments

The No Project model scenarios represent the City's existing designated truck routes network as identified in the current City of Perris General Plan Circulation Element. The With Project model scenarios were developed by modifying the regional roadway network to reflect the proposed truck routes plan update. In addition, several minor network coding refinements were made to the base model to improve the representation of existing truck travel patterns. These refinements ensure that the model more accurately reflects observed truck routing behavior and existing traffic counts by directing truck traffic to the existing designated truck route network. The same background network refinements were incorporated into both the No Project and With Project scenarios so that the effects of the proposed project could be evaluated independently of the base model refinements. The network coding modifications incorporated into the regional travel demand model are documented in Appendix B of the Truck Routes Plan Update Transportation Analysis.

The proposed project includes three (3) truck route removals and one (1) truck route addition. These network modifications were incorporated into each of the With Project model scenarios to evaluate changes in regional truck travel patterns associated with the proposed project.

For the Future Cumulative (Year 2045) analysis, the regional travel demand model was also updated to incorporate the socioeconomic data associated with the Perris Valley Towne Centre, New Perris Commerce Center, and Stoneridge developments. These project-specific socioeconomic modifications were applied to both the Future Cumulative No Project and Future Cumulative With Project scenarios so that the only distinction between the two scenarios is implementation of the proposed project. The cumulative socioeconomic modifications incorporated into the regional travel demand model are also documented in Appendix B of the Truck Routes Plan Update Transportation Analysis.

The RIVCOM regional travel demand model reports vehicle assignments separately for passenger vehicles, Single Unit Trucks, and Multi-Unit Trucks. The proposed project is intended to regulate Multi-Unit Trucks, which generally represent larger semi-tractor trailer trucks, while Single Unit Trucks represent local delivery and service vehicles that are not intended to be restricted by the proposed truck route modifications.

RIVCOM does not allow network modifications to be applied independently by truck classification. Roadway links may only be coded to either allow truck travel or prohibit truck travel. Consequently, the network coding required to simulate the proposed project affected both Single Unit Trucks and Multi-Unit Trucks vehicles during the traffic assignment process. To reflect the intent of the proposed truck routes

plan update, the model results were post-processed so that only the incremental changes in Multi-Unit Trucks traffic were incorporated into the final traffic forecasts. For purposes of this analysis, Multi-Unit Trucks traffic was represented by the observed four-axle, five-axle, and six-or-more axle truck classifications, with the model-derived Multi-Unit Trucks volumes proportionally distributed among these observed axle classifications based on the existing truck composition for each roadway segment. Passenger vehicle traffic and Single Unit Truck traffic were maintained based on the observed traffic counts and regional growth forecasts and were not modified by the proposed project.

Traffic Volume Development

The model results were post-processed using observed traffic count data to develop the final traffic volumes presented in this analysis. The post-processing methodology is consistent with the guidance presented in the *National Cooperative Highway Research Program (NCHRP) Report 765, Analytical Travel Forecasting Approaches for Project-Level Planning and Design, Chapter 6*, which combines observed traffic count data with the incremental changes in traffic from the model to develop the final traffic forecasts.

The traffic volumes for each analysis scenario were developed as follows:

- Existing Without Project Conditions: Existing Without Project traffic volumes were established directly from the observed traffic counts described above. Existing Without Project traffic volumes are shown in Table 5.1-2.
- Existing With Project Conditions: Existing With Project traffic volumes were developed by applying the incremental changes in Multi-Unit Trucks traffic as a result of the project and interpolated between 2018 Base Model and 2045 Future Model (non-cumulative) scenarios. Existing With Project traffic volumes are shown in Table 5.1-3.
- Future (Year 2045) Without Project Conditions: Future traffic volumes were developed by applying the incremental regional growth identified in the 2045 Future Model No Project scenario to the observed Existing Conditions traffic volumes. Future (Year 2045) Without Project traffic volumes are shown in Table 5.1-4.
- Future (Year 2045) With Project Conditions: Future With Project traffic volumes were developed by applying the incremental Multi-Unit Trucks traffic changes associated with the proposed project to the Future (Year 2045) Without Project Conditions. Future (Year 2045) With Project traffic volumes are shown in Table 5.1-5.
- Future (Year 2045) Cumulative Without Project Conditions: Future cumulative traffic volumes were developed using the 2045 Future Cumulative Model No Project scenario, which incorporates the cumulative socioeconomic growth associated with the Perris Valley Towne Centre, New Perris Commerce Center, and Stoneridge developments. Future (Year 2045) Cumulative Without Project traffic volumes are shown in Table 5.1-6.
- Future (Year 2045) Cumulative With Project Conditions: Future cumulative traffic volumes were developed by applying the incremental Multi-Unit Trucks traffic changes associated with the proposed project to the Future (Year 2045) Cumulative Without Project Conditions. Future (Year 2045) Cumulative With Project traffic volumes are shown in Table 5.1-7.

TABLE 5.1-2 – EXISTING WITHOUT PROJECT CONDITIONS AVERAGE DAILY TRAFFIC VOLUMES

	Roadway Segment	Passenger Vehicles	2 Axle Trucks	3 Axle Trucks	4 Axle Trucks	5 Axle Trucks	6+ Axle Trucks	Total Trucks	Total ADT
1	Harley Knox Boulevard I-215 to Patterson Avenue	12,776	3,448	1,136	167	3,951	284	8,986	21,762
2	Harley Knox Boulevard Patterson Avenue to Webster Avenue	12,199	3,180	1,081	163	3,668	272	8,364	20,563
3	Harley Knox Boulevard Webster Avenue to Indian Avenue	11,729	2,868	1,008	179	3,468	155	7,678	19,407
4	Harley Knox Boulevard Indian Avenue to Perris Boulevard	9,076	2,112	501	120	1,591	11	4,335	13,411
5	Harley Knox Boulevard Perris Boulevard to Redlands Avenue	6,368	1,800	218	16	713	7	2,754	9,122
6	Morgan Street Nevada Road to Webster Avenue	1,561	525	9	0	32	11	577	2,138
7	Morgan Street Webster Avenue to Perris Boulevard	1,477	505	63	1	408	5	982	2,459
8	Morgan Street Perris Boulevard to Redlands Avenue	873	303	57	0	338	5	703	1,576
9	Rider Street Frontage Road to Perris Boulevard	4,736	1,761	54	1	321	4	2,141	6,877
10	Placentia Avenue Frontage Road to Perris Boulevard	8,650	2,751	29	15	154	14	2,963	11,613
11	4th Street 7th Street to A Street	27,837	11,996	223	37	894	43	13,193	41,030
12	4th Street A Street to Perris Boulevard	16,856	5,122	111	16	311	33	5,593	22,449
13	4th Street Perris Boulevard to Redlands Avenue	13,588	4,278	92	12	286	31	4,699	18,287
14	San Jacinto Avenue Redlands Avenue to East City Limit	16,634	205	135	21	203	0	564	17,198
15	Ellis Avenue A Street to End of Road	1,310	5	4	0	0	0	9	1,319
16	Ellis Avenue End of Road to Perris Boulevard	732	7	2	4	26	0	39	771
17	Ellis Avenue Perris Boulevard to Goetz Road	1,117	226	24	7	26	2	285	1,402
18	Ellis Avenue Goetz Road to End of Road	1,374	524	75	0	392	2	993	2,367
18	Ellis Avenue Realignment Overpass to Sherman Road	56	0	0	0	0	0	0	56
20	Case Road G Street to Ellis Avenue	7,001	13	252	20	28	0	313	7,314
21	Case Road Ellis Avenue to Mapes Road	5,606	149	271	2	16	0	438	6,044
22	Case Road Bonnie Drive to Watson Road	3,670	74	25	1	14	1	115	3,785
23	Ethanac Road Murrieta Road to I-215	10,314	5,979	198	70	631	83	6,961	17,275
24	Ethanac Road I-215 to Sherman Road	7,729	4,524	171	4	265	36	5,000	12,729
25	Western Way Northern City Limits to Harley Knox Bl	550	546	119	15	276	115	1,071	1,621
26	Indian Avenue Northern City Limits to Markham St	5,656	1,023	584	81	1,405	11	3,104	8,760
27	Indian Avenue Markham Street to Ramona Expwy	5,206	895	464	60	1,136	10	2,565	7,771
28	Indian Avenue Ramona Expwy to Rider Street	5,698	1,347	495	51	998	99	2,990	8,688
29	Indian Avenue Rider Street to Placentia Avenue	5,237	2,086	152	28	347	210	2,823	8,060
30	Goetz Road Ellis Avenue to Mapes Road	5,734	2,565	319	35	415	47	3,381	9,115
31	Redlands Avenue Harley Knox Boulevard Ramona Expwy	7,106	2,023	156	19	463	16	2,677	9,783
32	Redlands Avenue Ramona Expwy to Rider Street	3,615	856	80	3	406	15	1,360	4,975
33	Redlands Avenue San Jacinto Avenue to I-215	27,506	289	151	28	214	0	682	28,188

TABLE 5.1-2 – EXISTING WITHOUT PROJECT CONDITIONS AVERAGE DAILY TRAFFIC VOLUMES

	Roadway Segment	Passenger Vehicles	2 Axle Trucks	3 Axle Trucks	4 Axle Trucks	5 Axle Trucks	6+ Axle Trucks	Total Trucks	Total ADT
34	Redlands Avenue I-215 to 4th Street	23,839	630	490	30	652	15	1,817	25,656
35	Nuevo Road Dunlap Drive Meniffee Road	8,987	2,761	63	27	141	9	3,001	11,988
36	San Jacinto Avenue Dunlap Drive to Meniffee Road	6,111	2,326	43	9	28	4	2,410	8,521
37	Ellis Avenue Sherman Road to Antelope Road	1,034	559	1	9	0	0	569	1,603
38	Ellis Avenue Antelope Road to Meniffee Road	723	286	2	1	4	0	293	1,016
39	Mapes Road Case Road to Bonnie Drive	3,781	1,938	108	35	30	1	2,112	5,893
40	Mapes Road Trumble Road to Sherman Road	3,927	1,336	84	30	29	0	1,479	5,406
41	Mapes Road Sherman Road to Antelope Road	3,114	1,207	83	31	30	0	1,351	4,465
42	Mapes Road Antelope Road to Meniffee Road	2,123	923	70	37	13	0	1,043	3,166
43	Bonnie Drive Mapes Road to I-215 SB Ramps /SR-74	3,979	1,987	109	35	31	0	2,162	6,141
44	SR-74 Bonnie Drive to I-215 NB Ramps	15,799	6,065	229	107	306	14	6,721	22,520
45	SR-74 I-215 NB Ramps to Trumble Road	20,165	7,404	382	293	699	5	8,783	28,948
46	SR-74 Trumble Road to Antelope Road	21,403	7,801	377	296	683	6	9,163	30,566
47	SR-74 Antelope Road to Meniffee Road	20,529	7,175	273	37	667	3	8,155	28,684
48	Dunlap Drive Nuevo Road to San Jacinto Avenue	3,537	1,559	34	33	86	1	1,713	5,250
49	Trumble Road Mapes Road to SR-74	4,619	4,549	54	184	40	2	4,829	9,448
50	Sherman Road Ellis Avenue to Mapes Road	886	201	1	0	2	0	204	1,090
51	Sherman Road Mapes Road to SR-74	681	268	6	3	3	0	280	961
52	Pico Avenue Nuevo Road to San Jacinto Avenue	2,764	1,035	2	5	22	2	1,066	3,830
53	Pico Avenue San Jacinto Avenue to Ellis Avenue	803	290	11	2	7	1	311	1,114
54	Antelope Road Ellis Avenue to Mapes Road	2,406	960	9	5	22	1	997	3,403
55	Antelope Road Mapes Road to SR-74	1,262	493	6	3	12	1	515	1,777
56	Meniffee Road Nuevo Road to San Jacinto Avenue	5,938	2,124	47	9	115	1	2,296	8,234
57	Meniffee Road San Jacinto Avenue to Ellis Avenue	7,226	2,281	22	5	37	6	2,351	9,577
58	Meniffee Road Ellis Avenue to Mapes Road	7,219	2,290	24	6	39	6	2,365	9,584
59	Meniffee Road Mapes Road to SR-74	5,188	1,801	27	13	80	1	1,922	7,110

ADT = Average Daily Traffic.

Source of table data: RK Engineering Group, July 10, 2026.

TABLE 5.1-3 – EXISTING WITH PROJECT CONDITIONS AVERAGE DAILY TRAFFIC VOLUMES

	Roadway Segment	Passenger Vehicles	2 Axle Trucks	3 Axle Trucks	4 Axle Trucks	5 Axle Trucks	6+ Axle Trucks	Total Trucks	Total ADT
1	Harley Knox Boulevard I-215 to Patterson Avenue	12,776	3,448	1,136	167	3,952	284	8,987	21,763
2	Harley Knox Boulevard Patterson Avenue to Webster Avenue	12,199	3,180	1,081	163	3,669	272	8,365	20,564
3	Harley Knox Boulevard Webster Avenue to Indian Avenue	11,729	2,868	1,008	179	3,470	155	7,680	19,409
4	Harley Knox Boulevard Indian Avenue to Perris Boulevard	9,076	2,112	501	120	1,588	11	4,332	13,408
5	Harley Knox Boulevard Perris Boulevard to Redlands Avenue	6,368	1,800	218	16	710	7	2,751	9,119
6	Morgan Street Nevada Road to Webster Avenue	1,561	525	9	0	32	11	577	2,138
7	Morgan Street Webster Avenue to Perris Boulevard	1,477	505	63	1	408	5	982	2,459
8	Morgan Street Perris Boulevard to Redlands Avenue	873	303	57	0	339	5	704	1,577
9	Rider Street Frontage Road to Perris Boulevard	4,736	1,761	54	1	324	4	2,144	6,880
10	Placentia Avenue Frontage Road to Perris Boulevard	8,650	2,751	29	15	155	14	2,964	11,614
11	4th Street 7th Street to A Street	27,837	11,996	223	37	888	43	13,187	41,024
12	4th Street A Street to Perris Boulevard	16,856	5,122	111	16	309	33	5,591	22,447
13	4th Street Perris Boulevard to Redlands Avenue	13,588	4,278	92	14	341	37	4,762	18,350
14	San Jacinto Avenue Redlands Avenue to East City Limit	16,634	205	135	2	18	0	360	16,994
15	Ellis Avenue A Street to End of Road	1,310	5	4	0	0	0	9	1,319
16	Ellis Avenue End of Road to Perris Boulevard	732	7	2	0	0	0	9	741
17	Ellis Avenue Perris Boulevard to Goetz Road	1,117	226	24	0	0	0	250	1,367
18	Ellis Avenue Goetz Road to End of Road	1,374	524	75	0	331	2	932	2,306
18	Ellis Avenue Realignment Overpass to Sherman Road	56	0	0	0	0	0	0	56
20	Case Road G Street to Ellis Avenue	7,001	13	252	0	0	0	265	7,266
21	Case Road Ellis Avenue to Mapes Road	5,606	149	271	0	0	0	420	6,026
22	Case Road Bonnie Drive to Watson Road	3,670	74	25	1	16	1	117	3,787
23	Ethanac Road Murrieta Road to I-215	10,314	5,979	198	73	654	86	6,990	17,304
24	Ethanac Road I-215 to Sherman Road	7,729	4,524	171	4	268	36	5,003	12,732
25	Western Way Northern City Limits to Harley Knox Bl	550	546	119	15	276	115	1,071	1,621
26	Indian Avenue Northern City Limits to Markham St	5,656	1,023	584	81	1,409	11	3,108	8,764
27	Indian Avenue Markham Street to Ramona Expwy	5,206	895	464	60	1,138	10	2,567	7,773
28	Indian Avenue Ramona Expwy to Rider Street	5,698	1,347	495	51	1,004	100	2,997	8,695
29	Indian Avenue Rider Street to Placentia Avenue	5,237	2,086	152	29	356	215	2,838	8,075
30	Goetz Road Ellis Avenue to Mapes Road	5,734	2,565	319	35	415	47	3,381	9,115
31	Redlands Avenue Harley Knox Boulevard Ramona Expwy	7,106	2,023	156	18	448	15	2,660	9,766
32	Redlands Avenue Ramona Expwy to Rider Street	3,615	856	80	3	339	13	1,291	4,906
33	Redlands Avenue San Jacinto Avenue to I-215	27,506	289	151	0	0	0	440	27,946

TABLE 5.1-3 – EXISTING WITH PROJECT CONDITIONS AVERAGE DAILY TRAFFIC VOLUMES

	Roadway Segment	Passenger Vehicles	2 Axle Trucks	3 Axle Trucks	4 Axle Trucks	5 Axle Trucks	6+ Axle Trucks	Total Trucks	Total ADT
34	Redlands Avenue I-215 to 4th Street	23,839	630	490	38	831	19	2,008	25,847
35	Nuevo Road Dunlap Drive Meniffee Road	8,987	2,761	63	27	141	9	3,001	11,988
36	San Jacinto Avenue Dunlap Drive to Meniffee Road	6,111	2,326	43	0	0	0	2,369	8,480
37	Ellis Avenue Sherman Road to Antelope Road	1,034	559	1	10	0	0	570	1,604
38	Ellis Avenue Antelope Road to Meniffee Road	723	286	2	1	5	0	294	1,017
39	Mapes Road Case Road to Bonnie Drive	3,781	1,938	108	18	15	1	2,080	5,861
40	Mapes Road Trumble Road to Sherman Road	3,927	1,336	84	92	88	0	1,600	5,527
41	Mapes Road Sherman Road to Antelope Road	3,114	1,207	83	92	90	0	1,472	4,586
42	Mapes Road Antelope Road to Meniffee Road	2,123	923	70	114	40	0	1,147	3,270
43	Bonnie Drive Mapes Road to I-215 SB Ramps /SR-74	3,979	1,987	109	0	0	0	2,096	6,075
44	SR-74 Bonnie Drive to I-215 NB Ramps	15,799	6,065	229	127	364	17	6,802	22,601
45	SR-74 I-215 NB Ramps to Trumble Road	20,165	7,404	382	346	825	6	8,963	29,128
46	SR-74 Trumble Road to Antelope Road	21,403	7,801	377	306	706	6	9,196	30,599
47	SR-74 Antelope Road to Meniffee Road	20,529	7,175	273	39	698	3	8,188	28,717
48	Dunlap Drive Nuevo Road to San Jacinto Avenue	3,537	1,559	34	33	86	1	1,713	5,250
49	Trumble Road Mapes Road to SR-74	4,619	4,549	54	343	75	4	5,025	9,644
50	Sherman Road Ellis Avenue to Mapes Road	886	201	1	0	2	0	204	1,090
51	Sherman Road Mapes Road to SR-74	681	268	6	3	3	0	280	961
52	Pico Avenue Nuevo Road to San Jacinto Avenue	2,764	1,035	2	5	22	2	1,066	3,830
53	Pico Avenue San Jacinto Avenue to Ellis Avenue	803	290	11	5	17	2	325	1,128
54	Antelope Road Ellis Avenue to Mapes Road	2,406	960	9	8	35	2	1,014	3,420
55	Antelope Road Mapes Road to SR-74	1,262	493	6	3	11	1	514	1,776
56	Meniffee Road Nuevo Road to San Jacinto Avenue	5,938	2,124	47	6	71	1	2,249	8,187
57	Meniffee Road San Jacinto Avenue to Ellis Avenue	7,226	2,281	22	13	99	16	2,431	9,657
58	Meniffee Road Ellis Avenue to Mapes Road	7,219	2,290	24	16	101	16	2,447	9,666
59	Meniffee Road Mapes Road to SR-74	5,188	1,801	27	11	66	1	1,906	7,094

ADT = Average Daily Traffic.

Source of table data: RK Engineering Group, July 10, 2026.

**TABLE 5.1-4 – BASE FUTURE (YEAR 2045) WITHOUT PROJECT CONDITIONS
AVERAGE DAILY TRAFFIC VOLUMES**

	Roadway Segment	Passenger Vehicles	2 Axle Trucks	3 Axle Trucks	4 Axle Trucks	5 Axle Trucks	6+ Axle Trucks	Total Trucks	Total ADT
1	Harley Knox Boulevard I-215 to Patterson Avenue	12,967	3,449	1,136	175	4,148	298	9,206	22,173
2	Harley Knox Boulevard Patterson Avenue to Webster Avenue	15,465	3,215	1,093	171	3,851	286	8,616	24,081
3	Harley Knox Boulevard Webster Avenue to Indian Avenue	12,315	3,012	1,058	188	3,641	163	8,062	20,377
4	Harley Knox Boulevard Indian Avenue to Perris Boulevard	12,497	2,172	515	121	1,603	11	4,422	16,919
5	Harley Knox Boulevard Perris Boulevard to Redlands Avenue	10,575	1,843	223	18	791	8	2,883	13,458
6	Morgan Street Nevada Road to Webster Avenue	1,639	552	9	0	33	12	606	2,245
7	Morgan Street Webster Avenue to Perris Boulevard	1,531	506	63	1	409	5	984	2,515
8	Morgan Street Perris Boulevard to Redlands Avenue	917	318	60	0	355	5	738	1,655
9	Rider Street Frontage Road to Perris Boulevard	7,159	1,829	56	1	441	5	2,332	9,491
10	Placentia Avenue Frontage Road to Perris Boulevard	10,622	2,766	29	17	174	16	3,002	13,624
11	4th Street 7th Street to A Street	29,804	12,008	223	38	913	44	13,226	43,030
12	4th Street A Street to Perris Boulevard	17,699	5,378	117	17	327	35	5,874	23,573
13	4th Street Perris Boulevard to Redlands Avenue	14,323	4,284	92	12	287	31	4,706	19,029
14	San Jacinto Avenue Redlands Avenue to East City Limit	28,397	279	183	39	375	0	876	29,273
15	Ellis Avenue A Street to End of Road	10,187	39	31	15	94	0	179	10,366
16	Ellis Avenue End of Road to Perris Boulevard	9,204	61	18	19	122	0	220	9,424
17	Ellis Avenue Perris Boulevard to Goetz Road	9,961	289	31	29	108	8	465	10,426
18	Ellis Avenue Goetz Road to End of Road	1,719	605	87	0	539	3	1,234	2,953
18	Ellis Avenue Realignment Overpass to Sherman Road	1,034	5	1	0	14	0	20	1,054
20	Case Road G Street to Ellis Avenue	13,754	18	345	92	128	0	583	14,337
21	Case Road Ellis Avenue to Mapes Road	15,033	197	358	28	220	0	803	15,836
22	Case Road Bonnie Drive to Watson Road	6,236	87	30	3	44	3	167	6,403
23	Ethanac Road Murrieta Road to I-215	18,005	6,144	203	98	888	117	7,450	25,455
24	Ethanac Road I-215 to Sherman Road	12,527	4,603	174	6	377	51	5,211	17,738
25	Western Way Northern City Limits to Harley Knox Bl	578	573	125	16	290	121	1,125	1,703
26	Indian Avenue Northern City Limits to Markham St	10,496	1,074	613	85	1,475	12	3,259	13,755
27	Indian Avenue Markham Street to Ramona Expwy	5,466	940	487	63	1,193	10	2,693	8,159
28	Indian Avenue Ramona Expwy to Rider Street	5,983	1,414	520	54	1,048	104	3,140	9,123
29	Indian Avenue Rider Street to Placentia Avenue	8,892	2,180	159	36	451	273	3,099	11,991
30	Goetz Road Ellis Avenue to Mapes Road	27,940	2,565	319	35	415	47	3,381	31,321
31	Redlands Avenue Harley Knox Boulevard Ramona Expwy	12,280	2,062	159	22	543	19	2,805	15,085
32	Redlands Avenue Ramona Expwy to Rider Street	18,295	982	92	5	711	26	1,816	20,111
33	Redlands Avenue San Jacinto Avenue to I-215	43,587	457	239	87	662	0	1,445	45,032

**TABLE 5.1-4 – BASE FUTURE (YEAR 2045) WITHOUT PROJECT CONDITIONS
AVERAGE DAILY TRAFFIC VOLUMES**

	Roadway Segment	Passenger Vehicles	2 Axle Trucks	3 Axle Trucks	4 Axle Trucks	5 Axle Trucks	6+ Axle Trucks	Total Trucks	Total ADT
34	Redlands Avenue I-215 to 4th Street	35,549	680	529	37	807	19	2,072	37,621
35	Nuevo Road Dunlap Drive Meniffee Road	19,724	2,766	63	28	147	9	3,013	22,737
36	San Jacinto Avenue Dunlap Drive to Meniffee Road	9,151	2,434	45	56	173	25	2,733	11,884
37	Ellis Avenue Sherman Road to Antelope Road	1,165	560	1	9	0	0	570	1,735
38	Ellis Avenue Antelope Road to Meniffee Road	877	287	2	1	5	0	295	1,172
39	Mapes Road Case Road to Bonnie Drive	5,010	1,958	109	49	42	1	2,159	7,169
40	Mapes Road Trumble Road to Sherman Road	6,778	1,403	88	34	32	0	1,557	8,335
41	Mapes Road Sherman Road to Antelope Road	3,725	1,214	83	36	35	0	1,368	5,093
42	Mapes Road Antelope Road to Meniffee Road	2,656	924	70	39	14	0	1,047	3,703
43	Bonnie Drive Mapes Road to I-215 SB Ramps /SR-74	9,001	2,046	112	86	76	0	2,320	11,321
44	SR-74 Bonnie Drive to I-215 NB Ramps	25,980	6,167	233	172	492	22	7,086	33,066
45	SR-74 I-215 NB Ramps to Trumble Road	30,800	7,497	387	377	900	6	9,167	39,967
46	SR-74 Trumble Road to Antelope Road	31,696	7,950	384	433	999	9	9,775	41,471
47	SR-74 Antelope Road to Meniffee Road	35,980	7,347	280	62	1,126	5	8,820	44,800
48	Dunlap Drive Nuevo Road to San Jacinto Avenue	8,076	1,559	34	33	86	1	1,713	9,789
49	Trumble Road Mapes Road to SR-74	7,493	4,776	57	193	42	2	5,070	12,563
50	Sherman Road Ellis Avenue to Mapes Road	886	201	1	0	2	0	204	1,090
51	Sherman Road Mapes Road to SR-74	146	282	6	3	3	0	294	440
52	Pico Avenue Nuevo Road to San Jacinto Avenue	2,897	1,036	2	5	23	2	1,068	3,965
53	Pico Avenue San Jacinto Avenue to Ellis Avenue	1,023	291	11	2	7	1	312	1,335
54	Antelope Road Ellis Avenue to Mapes Road	2,573	962	9	5	24	1	1,001	3,574
55	Antelope Road Mapes Road to SR-74	2,760	509	6	8	30	3	556	3,316
56	Meniffee Road Nuevo Road to San Jacinto Avenue	14,931	2,220	49	21	265	2	2,557	17,488
57	Meniffee Road San Jacinto Avenue to Ellis Avenue	16,374	2,321	22	13	93	15	2,464	18,838
58	Meniffee Road Ellis Avenue to Mapes Road	16,975	2,331	24	15	95	15	2,480	19,455
59	Meniffee Road Mapes Road to SR-74	15,444	1,842	28	24	150	2	2,046	17,490

ADT = Average Daily Traffic.

Source of table data: RK Engineering Group, July 10, 2026.

TABLE 5.1-5 – BASE FUTURE (YEAR 2045) WITH PROJECT CONDITIONS AVERAGE DAILY TRAFFIC VOLUMES

	Roadway Segment	Passenger Vehicles	2 Axle Trucks	3 Axle Trucks	4 Axle Trucks	5 Axle Trucks	6+ Axle Trucks	Total Trucks	Total ADT
1	Harley Knox Boulevard I-215 to Patterson Avenue	12,967	3,449	1,136	175	4,149	298	9,207	22,174
2	Harley Knox Boulevard Patterson Avenue to Webster Avenue	15,465	3,215	1,093	171	3,853	286	8,618	24,083
3	Harley Knox Boulevard Webster Avenue to Indian Avenue	12,315	3,012	1,058	188	3,649	163	8,070	20,385
4	Harley Knox Boulevard Indian Avenue to Perris Boulevard	12,497	2,172	515	120	1,593	11	4,411	16,908
5	Harley Knox Boulevard Perris Boulevard to Redlands Avenue	10,575	1,843	223	18	781	8	2,873	13,448
6	Morgan Street Nevada Road to Webster Avenue	1,639	552	9	0	33	12	606	2,245
7	Morgan Street Webster Avenue to Perris Boulevard	1,531	506	63	1	409	5	984	2,515
8	Morgan Street Perris Boulevard to Redlands Avenue	917	318	60	0	355	5	738	1,655
9	Rider Street Frontage Road to Perris Boulevard	7,159	1,829	56	1	454	6	2,346	9,505
10	Placentia Avenue Frontage Road to Perris Boulevard	10,622	2,766	29	17	178	16	3,006	13,628
11	4th Street 7th Street to A Street	29,804	12,008	223	40	974	47	13,292	43,096
12	4th Street A Street to Perris Boulevard	17,699	5,378	117	19	376	40	5,930	23,629
13	4th Street Perris Boulevard to Redlands Avenue	14,323	4,284	92	16	371	40	4,803	19,126
14	San Jacinto Avenue Redlands Avenue to East City Limit	28,397	279	183	2	18	0	482	28,879
15	Ellis Avenue A Street to End of Road	10,187	39	31	0	0	0	70	10,257
16	Ellis Avenue End of Road to Perris Boulevard	9,204	61	18	0	0	0	79	9,283
17	Ellis Avenue Perris Boulevard to Goetz Road	9,961	289	31	0	0	0	320	10,281
18	Ellis Avenue Goetz Road to End of Road	1,719	605	87	0	441	2	1,135	2,854
18	Ellis Avenue Realignment Overpass to Sherman Road	1,034	5	1	0	15	0	21	1,055
20	Case Road G Street to Ellis Avenue	13,754	18	345	0	0	0	363	14,117
21	Case Road Ellis Avenue to Mapes Road	15,033	197	358	2	12	0	569	15,602
22	Case Road Bonnie Drive to Watson Road	6,236	87	30	4	59	4	184	6,420
23	Ethanac Road Murrieta Road to I-215	18,005	6,144	203	108	974	128	7,557	25,562
24	Ethanac Road I-215 to Sherman Road	12,527	4,603	174	6	384	52	5,219	17,746
25	Western Way Northern City Limits to Harley Knox Bl	578	573	125	16	290	121	1,125	1,703
26	Indian Avenue Northern City Limits to Markham St	10,496	1,074	613	85	1,479	12	3,263	13,759
27	Indian Avenue Markham Street to Ramona Expwy	5,466	940	487	64	1,203	11	2,705	8,171
28	Indian Avenue Ramona Expwy to Rider Street	5,983	1,414	520	54	1,062	105	3,155	9,138
29	Indian Avenue Rider Street to Placentia Avenue	8,892	2,180	159	38	473	286	3,136	12,028
30	Goetz Road Ellis Avenue to Mapes Road	27,940	2,565	319	35	415	47	3,381	31,321
31	Redlands Avenue Harley Knox Boulevard Ramona Expwy	12,280	2,062	159	20	483	17	2,741	15,021
32	Redlands Avenue Ramona Expwy to Rider Street	18,295	982	92	3	455	17	1,549	19,844
33	Redlands Avenue San Jacinto Avenue to I-215	43,587	457	239	0	0	0	696	44,283

TABLE 5.1-5 – BASE FUTURE (YEAR 2045) WITH PROJECT CONDITIONS AVERAGE DAILY TRAFFIC VOLUMES

	Roadway Segment	Passenger Vehicles	2 Axle Trucks	3 Axle Trucks	4 Axle Trucks	5 Axle Trucks	6+ Axle Trucks	Total Trucks	Total ADT
34	Redlands Avenue I-215 to 4th Street	35,549	680	529	47	1,031	24	2,311	37,860
35	Nuevo Road Dunlap Drive Meniffee Road	19,724	2,766	63	28	148	9	3,014	22,738
36	San Jacinto Avenue Dunlap Drive to Meniffee Road	9,151	2,434	45	0	0	0	2,479	11,630
37	Ellis Avenue Sherman Road to Antelope Road	1,165	560	1	14	0	0	575	1,740
38	Ellis Avenue Antelope Road to Meniffee Road	877	287	2	2	8	0	299	1,176
39	Mapes Road Case Road to Bonnie Drive	5,010	1,958	109	64	55	2	2,188	7,198
40	Mapes Road Trumble Road to Sherman Road	6,778	1,403	88	148	143	0	1,782	8,560
41	Mapes Road Sherman Road to Antelope Road	3,725	1,214	83	152	147	0	1,596	5,321
42	Mapes Road Antelope Road to Meniffee Road	2,656	924	70	179	63	0	1,236	3,892
43	Bonnie Drive Mapes Road to I-215 SB Ramps/SR-74	9,001	2,046	112	105	93	0	2,356	11,357
44	SR-74 Bonnie Drive to I-215 NB Ramps	25,980	6,167	233	255	730	33	7,418	33,398
45	SR-74 I-215 NB Ramps to Trumble Road	30,800	7,497	387	504	1,201	9	9,598	40,398
46	SR-74 Trumble Road to Antelope Road	31,696	7,950	384	461	1,063	9	9,867	41,563
47	SR-74 Antelope Road to Meniffee Road	35,980	7,347	280	67	1,212	5	8,911	44,891
48	Dunlap Drive Nuevo Road to San Jacinto Avenue	8,076	1,559	34	33	86	1	1,713	9,789
49	Trumble Road Mapes Road to SR-74	7,493	4,776	57	613	133	7	5,586	13,079
50	Sherman Road Ellis Avenue to Mapes Road	886	201	1	0	2	0	204	1,090
51	Sherman Road Mapes Road to SR-74	146	282	6	2	2	0	292	438
52	Pico Avenue Nuevo Road to San Jacinto Avenue	2,897	1,036	2	5	23	2	1,068	3,965
53	Pico Avenue San Jacinto Avenue to Ellis Avenue	1,023	291	11	9	30	4	345	1,368
54	Antelope Road Ellis Avenue to Mapes Road	2,573	962	9	12	53	2	1,038	3,611
55	Antelope Road Mapes Road to SR-74	2,760	509	6	7	27	2	551	3,311
56	Meniffee Road Nuevo Road to San Jacinto Avenue	14,931	2,220	49	14	179	2	2,464	17,395
57	Meniffee Road San Jacinto Avenue to Ellis Avenue	16,374	2,321	22	24	178	29	2,574	18,948
58	Meniffee Road Ellis Avenue to Mapes Road	16,975	2,331	24	27	178	27	2,587	19,562
59	Meniffee Road Mapes Road to SR-74	15,444	1,842	28	15	90	1	1,976	17,420

ADT = Average Daily Traffic.

Source of table data: RK Engineering Group, July 10, 2026.

**TABLE 5.1-6 – CUMULATIVE FUTURE (YEAR 2045) WITHOUT PROJECT
CONDITIONS AVERAGE DAILY TRAFFIC VOLUMES**

	Roadway Segment	Passenger Vehicles	2 Axle Trucks	3 Axle Trucks	4 Axle Trucks	5 Axle Trucks	6+ Axle Trucks	Total Trucks	Total ADT
1	Harley Knox Boulevard I-215 to Patterson Avenue	13,057	3,620	1,193	175	4,148	298	9,434	22,491
2	Harley Knox Boulevard Patterson Avenue to Webster Avenue	15,359	3,208	1,090	171	3,851	286	8,606	23,965
3	Harley Knox Boulevard Webster Avenue to Indian Avenue	12,315	3,012	1,058	188	3,641	163	8,062	20,377
4	Harley Knox Boulevard Indian Avenue to Perris Boulevard	12,693	2,170	515	121	1,600	11	4,417	17,110
5	Harley Knox Boulevard Perris Boulevard to Redlands Avenue	10,507	1,845	223	18	797	8	2,891	13,398
6	Morgan Street Nevada Road to Webster Avenue	1,639	552	9	0	33	12	606	2,245
7	Morgan Street Webster Avenue to Perris Boulevard	1,531	506	63	1	409	5	984	2,515
8	Morgan Street Perris Boulevard to Redlands Avenue	917	318	60	0	355	5	738	1,655
9	Rider Street Frontage Road to Perris Boulevard	7,104	1,824	56	1	435	5	2,321	9,425
10	Placentia Avenue Frontage Road to Perris Boulevard	10,691	2,765	29	17	173	16	3,000	13,691
11	4th Street 7th Street to A Street	29,810	12,022	223	39	934	45	13,263	43,073
12	4th Street A Street to Perris Boulevard	17,699	5,124	111	17	327	35	5,614	23,313
13	4th Street Perris Boulevard to Redlands Avenue	14,589	4,307	93	14	323	35	4,772	19,361
14	San Jacinto Avenue Redlands Avenue to East City Limit	31,124	599	394	125	1,207	0	2,325	33,449
15	Ellis Avenue A Street to End of Road	10,312	39	31	15	95	0	180	10,492
16	Ellis Avenue End of Road to Perris Boulevard	9,340	62	18	19	125	0	224	9,564
17	Ellis Avenue Perris Boulevard to Goetz Road	10,162	290	31	30	111	9	471	10,633
18	Ellis Avenue Goetz Road to End of Road	1,723	608	87	0	543	3	1,241	2,964
18	Ellis Avenue Realignment Overpass to Sherman Road	1,361	6	1	0	16	0	23	1,384
20	Case Road G Street to Ellis Avenue	13,705	18	353	95	134	0	600	14,305
21	Case Road Ellis Avenue to Mapes Road	15,225	197	359	28	223	0	807	16,032
22	Case Road Bonnie Drive to Watson Road	6,728	90	30	3	48	3	174	6,902
23	Ethanac Road Murrieta Road to I-215	17,962	6,149	204	99	890	117	7,459	25,421
24	Ethanac Road I-215 to Sherman Road	12,485	4,607	174	6	381	52	5,220	17,705
25	Western Way Northern City Limits to Harley Knox Bl	578	573	125	16	290	121	1,125	1,703
26	Indian Avenue Northern City Limits to Markham St	10,844	1,074	613	85	1,475	12	3,259	14,103
27	Indian Avenue Markham Street to Ramona Expwy	5,466	940	487	63	1,193	10	2,693	8,159
28	Indian Avenue Ramona Expwy to Rider Street	5,983	1,414	520	54	1,048	104	3,140	9,123
29	Indian Avenue Rider Street to Placentia Avenue	8,920	2,190	160	37	456	276	3,119	12,039
30	Goetz Road Ellis Avenue to Mapes Road	28,064	2,565	319	35	415	47	3,381	31,445
31	Redlands Avenue Harley Knox Boulevard Ramona Expwy	12,216	2,083	161	23	571	20	2,858	15,074
32	Redlands Avenue Ramona Expwy to Rider Street	18,148	990	92	5	719	27	1,833	19,981
33	Redlands Avenue San Jacinto Avenue to I-215	44,737	732	383	178	1,358	0	2,651	47,388

**TABLE 5.1-6 – CUMULATIVE FUTURE (YEAR 2045) WITHOUT PROJECT
CONDITIONS AVERAGE DAILY TRAFFIC VOLUMES**

	Roadway Segment	Passenger Vehicles	2 Axle Trucks	3 Axle Trucks	4 Axle Trucks	5 Axle Trucks	6+ Axle Trucks	Total Trucks	Total ADT
34	Redlands Avenue I-215 to 4th Street	35,692	705	549	40	865	20	2,179	37,871
35	Nuevo Road Dunlap Drive Meniffee Road	22,740	2,769	63	29	149	10	3,020	25,760
36	San Jacinto Avenue Dunlap Drive to Meniffee Road	8,592	2,855	53	212	658	94	3,872	12,464
37	Ellis Avenue Sherman Road to Antelope Road	1,347	570	1	23	0	0	594	1,941
38	Ellis Avenue Antelope Road to Meniffee Road	922	294	2	3	13	0	312	1,234
39	Mapes Road Case Road to Bonnie Drive	4,877	1,956	109	48	41	1	2,155	7,032
40	Mapes Road Trumble Road to Sherman Road	7,002	1,364	86	73	71	0	1,594	8,596
41	Mapes Road Sherman Road to Antelope Road	3,887	1,243	85	75	73	0	1,476	5,363
42	Mapes Road Antelope Road to Meniffee Road	2,564	961	73	101	35	0	1,170	3,734
43	Bonnie Drive Mapes Road to I-215 SB Ramps /SR-74	8,629	2,041	112	83	73	0	2,309	10,938
44	SR-74 Bonnie Drive to I-215 NB Ramps	26,003	6,176	233	179	511	23	7,122	33,125
45	SR-74 I-215 NB Ramps to Trumble Road	30,932	7,520	388	395	942	7	9,252	40,184
46	SR-74 Trumble Road to Antelope Road	31,643	7,943	384	427	986	9	9,749	41,392
47	SR-74 Antelope Road to Meniffee Road	35,839	7,339	279	61	1,106	5	8,790	44,629
48	Dunlap Drive Nuevo Road to San Jacinto Avenue	9,185	1,559	34	33	86	1	1,713	10,898
49	Trumble Road Mapes Road to SR-74	7,689	4,557	54	193	42	2	4,848	12,537
50	Sherman Road Ellis Avenue to Mapes Road	886	201	1	0	2	0	204	1,090
51	Sherman Road Mapes Road to SR-74	146	282	6	3	3	0	294	440
52	Pico Avenue Nuevo Road to San Jacinto Avenue	2,937	1,036	2	5	23	2	1,068	4,005
53	Pico Avenue San Jacinto Avenue to Ellis Avenue	1,204	297	11	4	14	2	328	1,532
54	Antelope Road Ellis Avenue to Mapes Road	2,858	967	9	7	30	1	1,014	3,872
55	Antelope Road Mapes Road to SR-74	2,928	520	6	10	41	3	580	3,508
56	Meniffee Road Nuevo Road to San Jacinto Avenue	14,162	2,734	60	86	1,097	10	3,987	18,149
57	Meniffee Road San Jacinto Avenue to Ellis Avenue	16,709	2,443	24	37	274	44	2,822	19,531
58	Meniffee Road Ellis Avenue to Mapes Road	16,743	2,444	26	41	267	41	2,819	19,562
59	Meniffee Road Mapes Road to SR-74	16,001	1,915	29	43	263	3	2,253	18,254

ADT = Average Daily Traffic.

Source of table data: RK Engineering Group, July 10, 2026.

**TABLE 5.1-7 – CUMULATIVE FUTURE (YEAR 2045) WITH PROJECT CONDITIONS
AVERAGE DAILY TRAFFIC VOLUMES**

	Roadway Segment	Passenger Vehicles	2 Axle Trucks	3 Axle Trucks	4 Axle Trucks	5 Axle Trucks	6+ Axle Trucks	Total Trucks	Total ADT
1	Harley Knox Boulevard I-215 to Patterson Avenue	13,057	3,620	1,193	175	4,144	298	9,430	22,487
2	Harley Knox Boulevard Patterson Avenue to Webster Avenue	15,359	3,208	1,090	171	3,852	286	8,607	23,966
3	Harley Knox Boulevard Webster Avenue to Indian Avenue	12,315	3,012	1,058	189	3,654	163	8,076	20,391
4	Harley Knox Boulevard Indian Avenue to Perris Boulevard	12,693	2,170	515	119	1,584	11	4,399	17,092
5	Harley Knox Boulevard Perris Boulevard to Redlands Avenue	10,507	1,845	223	17	777	8	2,870	13,377
6	Morgan Street Nevada Road to Webster Avenue	1,639	552	9	0	33	12	606	2,245
7	Morgan Street Webster Avenue to Perris Boulevard	1,531	506	63	1	409	5	984	2,515
8	Morgan Street Perris Boulevard to Redlands Avenue	917	318	60	0	355	5	738	1,655
9	Rider Street Frontage Road to Perris Boulevard	7,104	1,824	56	1	464	6	2,351	9,455
10	Placentia Avenue Frontage Road to Perris Boulevard	10,691	2,765	29	17	173	16	3,000	13,691
11	4th Street 7th Street to A Street	29,810	12,022	223	40	967	46	13,298	43,108
12	4th Street A Street to Perris Boulevard	17,699	5,124	111	18	355	38	5,646	23,345
13	4th Street Perris Boulevard to Redlands Avenue	14,589	4,307	93	16	377	41	4,834	19,423
14	San Jacinto Avenue Redlands Avenue to East City Limit	31,124	599	394	0	0	0	993	32,117
15	Ellis Avenue A Street to End of Road	10,312	39	31	0	0	0	70	10,382
16	Ellis Avenue End of Road to Perris Boulevard	9,340	62	18	0	0	0	80	9,420
17	Ellis Avenue Perris Boulevard to Goetz Road	10,162	290	31	0	0	0	321	10,483
18	Ellis Avenue Goetz Road to End of Road	1,723	608	87	0	436	2	1,133	2,856
18	Ellis Avenue Realignment Overpass to Sherman Road	1,361	6	1	0	0	0	7	1,368
20	Case Road G Street to Ellis Avenue	13,705	18	353	0	0	0	371	14,076
21	Case Road Ellis Avenue to Mapes Road	15,225	197	359	1	8	0	565	15,790
22	Case Road Bonnie Drive to Watson Road	6,728	90	30	6	89	6	221	6,949
23	Ethanac Road Murrieta Road to I-215	17,962	6,149	204	107	968	127	7,555	25,517
24	Ethanac Road I-215 to Sherman Road	12,485	4,607	174	6	395	54	5,236	17,721
25	Western Way Northern City Limits to Harley Knox Bl	578	573	125	16	290	121	1,125	1,703
26	Indian Avenue Northern City Limits to Markham St	10,844	1,074	613	85	1,474	12	3,258	14,102
27	Indian Avenue Markham Street to Ramona Expwy	5,466	940	487	64	1,209	11	2,711	8,177
28	Indian Avenue Ramona Expwy to Rider Street	5,983	1,414	520	55	1,068	106	3,163	9,146
29	Indian Avenue Rider Street to Placentia Avenue	8,920	2,190	160	40	490	297	3,177	12,097
30	Goetz Road Ellis Avenue to Mapes Road	28,064	2,565	319	35	415	47	3,381	31,445
31	Redlands Avenue Harley Knox Boulevard Ramona Expwy	12,216	2,083	161	19	474	16	2,753	14,969
32	Redlands Avenue Ramona Expwy to Rider Street	18,148	990	92	3	448	17	1,550	19,698
33	Redlands Avenue San Jacinto Avenue to I-215	44,737	732	383	0	0	0	1,115	45,852

**TABLE 5.1-7 – CUMULATIVE FUTURE (YEAR 2045) WITH PROJECT CONDITIONS
AVERAGE DAILY TRAFFIC VOLUMES**

	Roadway Segment	Passenger Vehicles	2 Axle Trucks	3 Axle Trucks	4 Axle Trucks	5 Axle Trucks	6+ Axle Trucks	Total Trucks	Total ADT
34	Redlands Avenue I-215 to 4th Street	35,692	705	549	48	1,037	24	2,363	38,055
35	Nuevo Road Dunlap Drive Meniffee Road	22,740	2,769	63	29	149	10	3,020	25,760
36	San Jacinto Avenue Dunlap Drive to Meniffee Road	8,592	2,855	53	0	0	0	2,908	11,500
37	Ellis Avenue Sherman Road to Antelope Road	1,347	570	1	22	0	0	593	1,940
38	Ellis Avenue Antelope Road to Meniffee Road	922	294	2	3	13	0	312	1,234
39	Mapes Road Case Road to Bonnie Drive	4,877	1,956	109	60	51	2	2,178	7,055
40	Mapes Road Trumble Road to Sherman Road	7,002	1,364	86	607	586	0	2,643	9,645
41	Mapes Road Sherman Road to Antelope Road	3,887	1,243	85	611	591	0	2,530	6,417
42	Mapes Road Antelope Road to Meniffee Road	2,564	961	73	740	260	0	2,034	4,598
43	Bonnie Drive Mapes Road to I-215 SB Ramps /SR-74	8,629	2,041	112	85	76	0	2,314	10,943
44	SR-74 Bonnie Drive to I-215 NB Ramps	26,003	6,176	233	358	1,024	47	7,838	33,841
45	SR-74 I-215 NB Ramps to Trumble Road	30,932	7,520	388	695	1,657	12	10,272	41,204
46	SR-74 Trumble Road to Antelope Road	31,643	7,943	384	448	1,033	9	9,817	41,460
47	SR-74 Antelope Road to Meniffee Road	35,839	7,339	279	65	1,179	5	8,867	44,706
48	Dunlap Drive Nuevo Road to San Jacinto Avenue	9,185	1,559	34	33	86	1	1,713	10,898
49	Trumble Road Mapes Road to SR-74	7,689	4,557	54	1,253	272	14	6,150	13,839
50	Sherman Road Ellis Avenue to Mapes Road	886	201	1	0	2	0	204	1,090
51	Sherman Road Mapes Road to SR-74	146	282	6	1	1	0	290	436
52	Pico Avenue Nuevo Road to San Jacinto Avenue	2,937	1,036	2	5	23	2	1,068	4,005
53	Pico Avenue San Jacinto Avenue to Ellis Avenue	1,204	297	11	41	143	20	512	1,716
54	Antelope Road Ellis Avenue to Mapes Road	2,858	967	9	40	178	8	1,202	4,060
55	Antelope Road Mapes Road to SR-74	2,928	520	6	10	41	3	580	3,508
56	Meniffee Road Nuevo Road to San Jacinto Avenue	14,162	2,734	60	73	937	8	3,812	17,974
57	Meniffee Road San Jacinto Avenue to Ellis Avenue	16,709	2,443	24	117	865	140	3,589	20,298
58	Meniffee Road Ellis Avenue to Mapes Road	16,743	2,444	26	131	853	131	3,585	20,328
59	Meniffee Road Mapes Road to SR-74	16,001	1,915	29	31	188	2	2,165	18,166

ADT = Average Daily Traffic.

Source of table data: RK Engineering Group, July 10, 2026.

Existing Truck Routes

The existing regional truck routes to and from the City of Perris are I-215 to and from the north and south, State Route 74 (SR-74)/Ethanac Road to and from the east, and SR-74/W. Fourth Street to and from the west. These are the regional routes considered for regional goods movement in Connect SoCal.

The City's designated truck routes are illustrated in Figures 3-1 and 5.1-1 of this EIR. All of the roadways currently designated as truck routes in the City of Perris General Plan Circulation Element and Perris Municipal Code are presently constructed and open to traffic.

Existing Traffic Volumes

The existing traffic volumes for the 59 study area roadway segments were shown previously in Table 5.1-2.

THRESHOLDS OF SIGNIFICANCE

In accordance with Appendix G to the CEQA Guidelines, a project could have a potentially significant transportation impact if it would:

1. Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.
2. Conflict or be inconsistent with CEQA Guidelines Section 15064.3(b) for the reduction of vehicle miles travelled.
3. Substantially increase hazards due to a geometric design feature (e.g., sharp curves) or incompatible uses (e.g., farm equipment).
4. Result in inadequate emergency access.

The Initial Study prepared for the proposed project determined that the proposed project would have no impact regarding these thresholds of significance. However, these significance thresholds are being reevaluated in this EIR since the Truck Routes Plan Update Transportation Analysis was prepared after publication of the Initial Study.

PROJECT IMPACTS

Circulation System Programs, Plans, Ordinances, and Policies

Threshold: Would the proposed project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?

Impact: Implementation of the proposed project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.

Impact Analysis

The proposed project involves adjustments to designated truck routes within the City of Perris. The one roadway segment proposed to be designated as a truck route and the three roadway segments proposed to be removed as truck routes are located within the urbanized City of Perris and are presently constructed and open to traffic. No new roadways would be constructed as part of the proposed project and no existing roadways would have to be modified. The proposed truck route changes would not change the land use designations for any properties within the City of Perris or surrounding areas. The proposed project would not change any transit, roadway, bicycle, or pedestrian facilities and no new circulation facilities would be required for the proposed project.

One of the economic policies and strategies identified in Connect SoCal addresses goods movement. As stated in Connect SoCal, "Transporting goods involves a highly complex system of raw, semi-finished and finished materials and products used by businesses and residents that often relies upon multiple modes of transportation (e.g., ships, trucks, trains, planes, etc.). The efficient movement of these goods is a critical component of a strong economy. They support industries and activities that provide jobs, tax revenue and resources that bolster innovation and creativity, and access to local and world markets through trade. This movement depends directly upon the physical infrastructure that comprises the transportation network, such as interstates and highways, rail lines and yards, ports and local roadway access that connects to industrial warehouses, distribution facilities and other facilities." The proposed truck route plan would continue to provide truck route access for the areas within the City of Perris that are planned for light and general industrial uses. These proposed truck routes would continue to provide access to the regional truck routes.

Based on this information, the proposed project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. Any potential impact to regional truck route access planning would be less than significant.

Vehicle Miles Traveled

Threshold: Would the proposed project conflict or be inconsistent with CEQA Guidelines Section 15064.3(b) for the reduction of vehicle miles travelled?

Impact: Implementation of the proposed project would not conflict or be inconsistent with CEQA Guidelines Section 15064.3(b) for the reduction of vehicle miles travelled.

Impact Analysis

As discussed previously, pursuant to CEQA Guidelines Section 15064.3(a), VMT refers to the amount and distance of automobile travel attributable to a project. Other relevant considerations may include the effects of the project on transit and non-motorized travel.

In November 2017, the California Governor's Office of Planning and Research published a Technical Advisory on Evaluating Transportation Impacts in CEQA. The Technical Advisory provides technical recommendations regarding assessment of VMT, thresholds of significance, and mitigation measures. According to the Technical Advisory, the types of transportation projects that would likely lead to a measurable and substantial increase in vehicle travel generally include the addition of through lanes on

existing or new highways, including general purpose lanes, HOV lanes, peak period lanes, auxiliary lanes, or lanes through grade-separated interchanges.

The Technical Advisory states that the term “automobile” refers to on-road passenger vehicles, specifically cars and light trucks. As such, under CEQA, VMT does not apply to medium/heavy trucks or buses.

Despite VMT not applying to medium and heavy trucks, the City of Perris requested that an analysis of VMT impacts associated with the proposed project be prepared. The primary reason was to identify the potential increase in VMT so that air pollutant emissions, fuel demand, and greenhouse gas emissions could be quantified. The analysis follows the *City of Perris Transportation Impact Analysis Guidelines for CEQA, May 12, 2020* (TIA Guidelines), which establish the City’s methodology and significance thresholds for evaluating VMT impacts under CEQA.

The proposed project differs from both a traditional land use development project and a roadway capacity expansion project. The proposed project would not generate new vehicle trips through the addition of residential, commercial, or industrial development, nor would it increase roadway capacity through the construction of additional travel lanes or new roadway facilities. Instead, the proposed project consists of modifications to designated truck routes intended to improve truck operations and maintain consistency with the requirements of AB 98 and Government Code Section 65302.02. As a result, the primary transportation effect of the project is the potential reassignment of truck travel to different roadways within the transportation network.

To evaluate these effects, the RIVCOM regional travel demand model was used to compare existing and future travel patterns under both Without Project and With Project conditions. Two geographic study areas were evaluated. First, a Citywide boundary link-level VMT analysis was conducted to assess changes in travel occurring on roadway segments within the City of Perris. Second, a regional 20-mile boundary link-level VMT analysis was conducted to evaluate whether truck route modifications within the City would result in measurable changes in travel patterns within the broader regional transportation network.

As described previously, the traffic forecasting analysis utilized RIVCOM version 4.0 to develop Existing, Future (Year 2045), and Future Cumulative (Year 2045) Without Project and With Project traffic scenarios. The VMT analysis presented herein utilizes these same traffic forecasting scenarios and corresponding regional travel demand model outputs to evaluate changes in VMT associated with implementation of the proposed Truck Routes Plan Update. For each study area, VMT was evaluated under Base Model (Year 2018), Existing (Year 2025), and Future Model (Year 2045) conditions under both Without Project and With Project scenarios.

Perris Citywide Boundary Link-Level VMT Analysis

The Citywide boundary link-level VMT analysis evaluates changes in travel occurring on roadway segments within the City of Perris, as shown in Table 5.1-8. As shown, implementation of the proposed project would result in nominal changes in total VMT under all analysis years. The magnitude of the increase is minimal and does not represent a substantial change in travel behavior or travel demand. This slight change falls within the range of normal model sensitivity and system variation typically associated with regional travel demand forecasting. WRCOG recently published guidance regarding VMT screening that recognizes minor changes in regional VMT may reflect inherent model variation rather than

meaningful changes in travel behavior. Although the WRCOG memorandum was developed for land use screening purposes, it provides useful context for interpreting the results of this analysis.

TABLE 5.1-8 – PERRIS CITYWIDE BOUNDARY LINK-LEVEL VMT ANALYSIS

Analysis Scenario	Citywide Boundary Link-Level VMT	Citywide Service Population	Citywide Boundary Link-Level VMT per Service Population
Base Model Year 2018 Conditions			
Base Model Year 2018 No Project	1,664,705.3	90,358	18.423
Base Model Year 2018 With Project	1,664,913.6	90,358	18.426
Change as a Result of Project	208.3	--	0.003
Existing Year 2025 Conditions			
Existing Year 2025 No Project	1,910,593.3	107,396	17.790
Existing Year 2025 With Project	1,911,236.0	107,396	17.796
Change as a Result of Project	642.7	--	0.006
Base Future Model Year 2045 Conditions			
Base Future Model Year 2045 No Project	2,613,130.7	156,075	16.743
Base Future Model Year 2045 With Project	2,615,014.3	156,075	16.755
Change as a Result of Project	1,883.5	--	0.012
Cumulative Future Model Year 2045 Conditions			
Base Future Model Year 2045 No Project	2,650,365.4	168,826	15.699
Base Future Model Year 2045 With Project	2,650,494.5	168,826	15.700
Change as a Result of Project	129.1	--	0.001

Source of table data: RK Engineering Group, July 10, 2026.

Since the proposed project would not result in a capacity increasing project, and would not affect the land use patterns, development intensity, or jobs-housing relationships, the impact would be less than significant.

20-Mile Regional Boundary Link-Level VMT Analysis

The 20-mile regional boundary link-level VMT analysis evaluates changes in travel occurring on roadway segments throughout the broader regional transportation network surrounding the City of Perris, as shown in Table 5.1-9.

The 20-mile regional analysis indicates that implementation of the proposed project would result in negligible changes in total regional VMT and VMT per service population. Under Base Model (Year 2018), Existing (Year 2025) and Future Model (Year 2045) conditions, the project would result in a slight increase in total regional VMT. These minor increases reflect localized rerouting of truck traffic resulting from the proposed truck route modifications.

Under Future Cumulative (Year 2045) conditions, the project results in a slight reduction in total regional truck VMT and VMT per service population. This reduction is attributable to the cumulative development assumptions incorporated into the regional travel demand model. The Future Cumulative model includes

the proposed Perris Valley Towne Centre, New Perris Commerce Center, and Stoneridge developments, which were assumed to have direct or indirect truck access via San Jacinto Avenue under the Without Project scenario. Under the proposed project, portions of San Jacinto Avenue would no longer be designated as truck routes. As a result, the model no longer assigns truck travel to these roadway segments in the same manner as the Without Project scenario. This change in network connectivity results in a reduction in forecast truck travel assigned to these development zones and a corresponding reduction in regional VMT. As a result, the reduction in regional VMT is attributable to the truck route restrictions incorporated into RIVCOM. Under the With Project scenario, the cumulative development sites no longer have designated truck route access, resulting in fewer truck trips being generated by these traffic analysis zones and a corresponding reduction in regional truck VMT.

TABLE 5.1-9 – 20-MILE REGIONAL BOUNDARY LINK-LEVEL VMT ANALYSIS

Analysis Scenario	Citywide Boundary Link-Level VMT	Citywide Service Population	Citywide Boundary Link-Level VMT per Service Population
Base Model Year 2018 Conditions			
Base Model Year 2018 No Project	38,967,573.8	2,343,236	16.630
Base Model Year 2018 With Project	38,968,080.1	2,343,236	16.630
Change as a Result of Project	506.3	--	0.000
Existing Year 2025 Conditions			
Existing Year 2025 No Project	42,430,426.4	2,585,700	16.410
Existing Year 2025 With Project	42,431,277.0	2,585,700	16.410
Change as a Result of Project	850.6	--	0.000
Base Future Model Year 2025 Conditions			
Base Future Model Year 2045 No Project	52,324,291.0	3,278,456	15.960
Base Future Model Year 2045 With Project	52,326,125.3	3,278,456	15.961
Change as a Result of Project	1,834.300	--	0.001
Cumulative Future Model Year 2045 Conditions			
Base Future Model Year 2045 No Project	52,393,429.7	3,291,207	15.919
Base Future Model Year 2045 With Project	52,387,488.5	3,291,207	15.917
Change as a Result of Project	-5,941.3	--	-0.002

Source of table data: RK Engineering Group, July 10, 2026.

Overall, the magnitude of the observed changes is extremely small relative to total regional travel occurring within the 20-mile study area and falls within the range of normal model sensitivity associated with regional travel demand forecasting. The results therefore support the conclusion that the proposed project would not induce additional vehicle travel and would not result in a substantial change in regional travel behavior. Accordingly, the regional VMT impacts associated with the project would be less than significant.

General CEQA Significance Analysis

The evaluation of VMT impacts for development projects requires consideration of two distinct approaches for assessing VMT impacts established in the City's TIA Guidelines.

(1) The City of Perris utilizes a VMT per service population metric for assessing impacts from development projects, and

(2) The City of Perris utilizes induced VMT as a metric for assessing impacts from roadway improvement and capacity-increasing projects.

The proposed project is not a land use development project, nor does it involve physical roadway improvements that increase capacity. As such, it does not fall squarely within either of the defined significance categories.

The TIA Guidelines specify that an induced VMT analysis is applicable to transportation projects that would “likely lead to a measurable and substantial increase in vehicle travel,” including the addition of new through lanes or other roadway capacity enhancements. The proposed project would not modify roadway geometry, add capacity, or improve travel times in a manner that would induce additional vehicle travel. As a result, it does not meet the criteria for an induced VMT impact under CEQA.

Furthermore, the policy objectives underlying the State of California’s goals established in SB 743 and subsequently the City’s TIA Guidelines are primarily directed toward reduction of home-based VMT, enhancement of multimodal accessibility, and improvement of jobs/housing balance. The rerouting of heavy trucks for regulatory compliance and community protection purposes does not conflict with these policy objectives and is not the type of travel behavior that CEQA’s VMT metric was intended to regulate.

Considering the applicability of the VMT per service population threshold, the absence of any capacity-increasing roadway elements, the nature of the VMT increase as diverted rather than induced travel, and the underlying legislative intent of SB 743, the proposed project would result in a less than significant transportation impact related to vehicle miles traveled under CEQA.

Roadway Hazards

Threshold: Would the proposed project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Impact: Implementation of the proposed project would not substantially increase hazards due to a design feature or incompatible uses.

Impact Analysis

The proposed project involves adjustments to designated truck routes within the City of Perris. The one roadway segment proposed to be designated as a truck route and the three roadway segments proposed to be removed as truck routes are located within the urbanized City of Perris and are presently constructed and open to traffic. No new roadways would be constructed as part of the proposed project and no existing roadways would have to be modified. The proposed project would not change the existing roadway system geometry in the City or surrounding area. No impact would occur.

Emergency Access

Threshold: Would the proposed project result in inadequate emergency access?

Impact: Implementation of the proposed project would not result in inadequate emergency access.

Impact Analysis

The proposed project involves adjustments to designated truck routes within the City of Perris. The one roadway segment proposed to be designated as a truck route and the three roadway segments proposed to be removed as truck routes are located within the urbanized City of Perris and are presently constructed and open to traffic. No new roadways would be constructed as part of the proposed project and no existing roadways would have to be modified. The truck routes would continue to provide general and emergency access to the properties within the City of Perris or surrounding area. No impact would occur.

CUMULATIVE IMPACTS

As discussed above, the proposed project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities, substantially increase hazards due to a design feature or incompatible uses, or result in inadequate emergency access. The evaluation of future VMT impacts considered the growth planned under both the City of Perris General Plan as well as the Riverside County General Plan as well as three projects that would require general plan or specific plan amendments. The future VMT impacts were determined to be less than significant.

UNAVOIDABLE SIGNIFICANT IMPACTS

The proposed project would not create any unavoidable significant transportation impacts.

REFERENCES

RK Engineering Group, Inc. July 10, 2026. *Truck Routes Plan Update Transportation Analysis, City of Perris*.

Southern California Association of Governments. Adopted April 4, 2024. *Connect SoCal: The Southern California Association of Governments' 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy*. Available at <https://scag.ca.gov/connect-SoCal-2024>.

AIR QUALITY

SUMMARY

Implementation of the proposed project would not conflict with or obstruct implementation of the 2022 Air Quality Management Plan for the South Coast Air Basin.

The mass daily emissions associated with the proposed project would not exceed the thresholds of significance recommended by the South Coast Air Quality Management District. As such, it would not 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.

Implementation of the proposed project would not expose sensitive receptors to substantial pollutant concentrations.

ENVIRONMENTAL SETTING

Air Quality Background

The City of Perris is located within the South Coast Air Basin, named so because its geographical formation is that of a basin, with the surrounding mountains trapping the air and its pollutants in the valleys below. The South Coast Basin includes all of Orange County and the non-desert portions of Los Angeles, San Bernardino, and Riverside Counties. The regional climate within the South Coast Air Basin is considered semi-arid and is characterized by warm summers, mild winters, infrequent seasonal rainfall, moderate daytime onshore breezes, and moderate humidity. The air quality within the South Coast Air Basin is primarily influenced by a wide range of emissions sources – such as dense population centers, heavy vehicular traffic, and industry – and meteorology.

Air pollutant emissions within the South Coast Air Basin are generated by stationary and mobile sources. Stationary sources can be divided into two major subcategories: point and area sources. Point sources occur at an identified location and are usually associated with manufacturing and industry. Examples are boilers or combustion equipment that produces electricity or generate heat. Area sources are widely distributed and produce many small emissions. Examples of area sources include residential and commercial water heaters, painting operations, lawn mowers, agricultural fields, landfills, and consumer products such as barbecue lighter fluid and hair spray. Mobile sources refer to emissions from motor vehicles, including tailpipe and evaporative emissions, and are classified as either on-road or off-road. On-road sources may be legally operated on roadways and highways. Off-road sources include aircraft, ships, trains, agricultural equipment, race cars, and self-propelled construction equipment. Mobile sources account for the majority of the air pollutant emissions within the South Coast Air Basin. Air pollutants can also be generated by the natural environment such as when fine dust particles are pulled off the ground surface and suspended in the air during high winds.

Potential Health Effects of Air Pollutants

Certain air pollutants are recognized to cause notable health problems and consequential damage to the environment either directly or in reaction with other pollutants, due to their presence in elevated concentrations in the atmosphere. Such pollutants are identified and regulated as part of the overall endeavor to prevent further deterioration and facilitate improvement in the prevalent air quality.

The air pollutants for which national and State standards are promulgated and which are most relevant to air quality planning and regulation in the South Coast Air Basin include ozone, carbon monoxide, respirable particulate matter, fine particulate matter, nitrogen dioxide, sulfur dioxide, and lead. In addition, toxic air contaminants are of concern in the South Coast Air Basin. Each of these is described briefly below.

Ozone is a gas that is formed when reactive organic compounds (ROC) and nitrogen oxides (NO_x)—both byproducts of internal combustion engine exhaust—undergo slow photochemical reactions in the presence of sunlight. Ozone concentrations are generally highest during the summer months when direct sunlight, light wind, and warm temperature conditions are favorable.

An elevated level of ozone irritates the lungs and breathing passages, causing coughing, and pain in the chest and throat thereby increasing susceptibility to respiratory infections and reducing the ability to exercise. Effects are more severe in people with asthma and other respiratory ailments. Long-term exposure may lead to scarring of lung tissue and may lower the lung efficiency.

Carbon Monoxide (CO) is a colorless, odorless gas produced by the incomplete combustion of fuels. Carbon monoxide concentrations tend to be the highest during the winter morning, with little to no wind, when surface-based inversions trap the pollutant at ground levels. Because carbon monoxide is emitted directly from internal combustion engines—unlike ozone—and motor vehicles operating at slow speeds are the primary source of carbon monoxide in the South Coast Air Basin, the highest ambient carbon monoxide concentrations are generally found near congested transportation corridors and intersections.

Elevated concentrations of carbon monoxide weaken the heart's contractions and lower the amount of oxygen carried by the blood. It is especially dangerous for people with chronic heart disease. Inhalation of moderate levels of carbon monoxide can cause nausea, dizziness, and headaches, and can be fatal at high concentrations.

Respirable Particulate Matter (PM₁₀) and **Fine Particulate Matter** (PM_{2.5}) consists of extremely small, suspended particles or droplets 10 microns and 2.5 microns or smaller in diameter. Some sources of particulate matter, like pollen and windstorms, are naturally occurring. In agricultural areas, large amount of airborne particulates are generated by plowing and other field work. However, in populated areas, most particulate matter is caused by road dust, diesel soot, combustion products, abrasion of tires and brakes, and construction activities.

The human body naturally prevents the entry of larger particles into the body. However, PM₁₀ and even smaller PM_{2.5} are trapped in the nose, throat, and upper respiratory tract. These small particulates enter the body and could potentially aggravate existing heart and lung diseases, change the body's defenses against inhaled materials, and damage lung tissue. The elderly, children, and those with chronic lung or heart disease are most sensitive to PM₁₀ and PM_{2.5}. Lung impairment can persist for two to three weeks after exposure to high levels of particulate matter. Some types of particulate could become toxic after inhalation due to the presence of certain chemicals and their reaction with internal body fluids.

Nitrogen Dioxide (NO₂) is byproduct of fuel combustion. The principal form of nitrogen oxide produced by combustion is nitric oxide (NO), which reacts quickly to form nitrogen dioxide, creating the mixture of NO and NO₂ commonly called NO_x. Nitrogen dioxide absorbs blue light and its result is a brownish-red cast to the atmosphere and reduced visibility. Nitrogen dioxide also contributes to the formation of PM₁₀.

Major sources of NO_x include power plants, large industrial facilities, and motor vehicles. Nitrogen oxides irritate the nose and throat. It increases susceptibility to respiratory infections, especially in people with asthma. The principal concern of NO_x is as a precursor to the formation of ozone.

Sulfur Dioxide (SO₂) is a colorless, extremely irritating gas or liquid. It enters the atmosphere as a pollutant mainly as a result of burning high sulfur-content fuel oils and coal, and from chemical processes occurring at chemical plants and refineries.

Major sources of sulfur dioxide include power plants, large industrial facilities, diesel vehicles, and oil-burning residential heaters. Emissions of sulfur dioxide aggravate lung diseases, especially bronchitis. It also constricts the breathing passages, especially in asthmatics and people involved in moderate to heavy exercise. Sulfur dioxide potentially causes wheezing, shortness of breath, and coughing. High levels of particulate appear to worsen the effect of sulfur dioxide, and long-term exposures to both pollutants leads to higher rates of respiratory illness.

Lead occurs in the atmosphere as particulate matter. The combustion of leaded gasoline is the primary source of airborne lead in the South Coast Air Basin. The use of leaded gasoline is no longer permitted for on-road motor vehicles so most such combustion emissions are associated with off-road vehicles such as race cars. Other sources of lead include the manufacturing and recycling of batteries, paint, ink, ceramics, ammunition, and secondary lead smelters.

Lead affects the brain and other parts of the body's nervous system. Exposure to lead in very young children impairs the development of the nervous system, kidneys, and blood forming processes in the body.

Toxic Air Contaminants refer to a diverse group of air pollutants that can affect human health, but have not had ambient air quality standards established for them. This is not because they are fundamentally different from the pollutants discussed above, but because their effects tend to be local rather than regional.

Another pollutant of concern in the South Coast Air Basin is odors. This is described briefly below.

Odors are substances in the air that pose a nuisance to nearby land uses such as residences, schools, daycare centers, and hospitals. Odors are typically not a health concern but can interfere with the use and enjoyment of nearby property.

Odors may be generated by a wide variety of sources. The following are examples of facilities and operations that may generate significant odors:

- Wastewater treatment facilities
- Sanitary landfills
- Transfer stations
- Composting facilities

- Asphalt batch plants
- Painting and coating operations
- Fiberglass operations
- Food processing facilities
- Feed lots/ dairies
- Petroleum extraction, transfer, processing, and refining operations and facilities
- Chemical manufacturing operations and facilities
- Rendering plants

Regulatory Setting

Air quality within the Basin is addressed through the efforts of various federal, state, regional, and local government agencies. These agencies work jointly, as well as individually, to improve air quality through legislation, regulations, planning, policy-making, education, and a variety of programs. The agencies responsible for improving the air quality within the Basin are discussed below.

Federal Regulations

The federal Clean Air Act establishes national ambient air quality standards. Under the Clean Air Act, the U.S. Environmental Protection Agency (EPA) is responsible for setting and enforcing the federal ambient air quality standards for atmospheric pollutants. It regulates emission sources that are under the exclusive authority of the federal government, such as aircraft, ships, and certain locomotives. The EPA also has jurisdiction over emissions sources outside state waters (outer continental shelf), and establishes various emissions standards for vehicles sold in states other than California.

As part of its enforcement responsibilities under the Clean Air Act, the EPA requires each state with non-attainment areas to prepare and submit a State Implementation Plan that demonstrates the means to attain the federal standards. The State Implementation Plan must integrate federal, state, and local plan components and regulations to identify specific measures to reduce pollution, using a combination of performance standards and market-based programs within the timeframe identified in the State Implementation Plan.

California Regulations

The California Clean Air Act requires all areas of the state to achieve and maintain the California Ambient Air Quality Standards by the earliest practicable date. The California Air Resources Board (ARB), a part of the California Environmental Protection Agency, is responsible for the coordination and administration of both federal and State air pollution control programs within California. In this capacity, the ARB conducts research, sets the California Ambient Air Quality Standards, compiles emission inventories, develops suggested control measures, provides oversight of local programs, and prepares the State Implementation Plan. The ARB establishes emissions standards for motor vehicles sold in California, consumer products (such as hair spray, aerosol paints, and barbecue lighter fluid), and various types of commercial equipment.

It also sets fuel specifications to further reduce vehicular emissions. Appendix E to this EIR includes the California Ambient Air Quality Standards currently in effect for each of the criteria pollutants as well as other pollutants recognized by the State. As shown in Appendix E, the California Ambient Air Quality Standards includes more stringent standards than the National Ambient Air Quality Standards.

Diesel engines emit a complex mixture of pollutants, including very small carbon particles, or "soot" coated with numerous organic compounds, known as diesel particulate matter. Diesel exhaust also contains more than 40 cancer-causing substances, most of which are readily adsorbed onto the soot particles. In 1998, the ARB identified diesel particulate matter as a toxic air contaminant based on its potential to cause cancer.

The ARB and the Office of Environmental Health Hazard Assessment (OEHHA) provide the primary guidance for evaluating health risks associated with toxic air contaminant exposure in California. OEHHA develops the health values and exposure assumptions used in health risk assessments, including cancer potency factors, reference exposure levels, and age sensitivity factors. These values are published in the Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments (OEHHA 2015) and are widely used for CEQA health risk evaluations.

The Advanced Clean Trucks regulation is a manufacturers zero-emission vehicle sales requirement and a one-time reporting requirement for large entities and fleets. The regulation requires large carriers to begin transitioning drayage trucks to zero-emission vehicles in 2024, with full implementation by 2035. The Advanced Clean Trucks regulation will also end diesel truck sales by 2036 to encourage adoption of zero-emission medium and heavy-duty vehicles. The goal of this proposed strategy is to achieve NO_x and greenhouse gas emissions reductions through clean technology and facilitate adoption of zero-emission heavy-duty technology.

Regional Regulations

The South Coast Air Quality Management District (AQMD) is the agency responsible for local air pollution control within the South Coast Air Basin. To that end, the South Coast AQMD, a regional agency, works directly with the Southern California Association of Governments (SCAG), county transportation commissions, and local governments and cooperates actively with all State and federal government agencies. The South Coast AQMD develops rules and regulations, establishes permitting requirements, inspects emissions sources, and enforces such measures through educational programs or fines, when necessary.

The South Coast AQMD has primary authority to reduce local emissions from stationary (area and point) sources. It also has limited authority to address mobile sources through incentive programs and implementation of indirect source and transportation control measures (e.g., employee ridesharing rules). It has responded to this requirement by preparing a series of Air Quality Management Plans (AQMPs). The most recent of these was adopted by the South Coast AQMD Governing Board on December 2, 2022. This AQMP, referred to as the 2022 AQMP, is the regional blueprint for achieving federal and State air quality standards within the South Coast Air Basin. The 2022 AQMP seeks to achieve multiple goals in partnership with other entities promoting reductions in criteria pollutants, greenhouse gases, and toxic risk, as well as efficiencies in energy use, transportation, and goods movement. The 2022 AQMP is composed of stationary and mobile source emission reductions from traditional regulatory control measures, incentive-based programs, co-benefits from climate programs, mobile source strategies, and reductions from federal sources, which include aircraft, locomotives, and ocean-going vessels.

The future air quality levels projected in the 2022 AQMP are based on several assumptions. For example, the South Coast AQMD assumes that general new development within the South Coast Air Basin will occur in accordance with population growth and transportation projections identified by SCAG in its Regional Transportation Plan/Sustainable Communities Strategy. The 2022 AQMP also assumes that general development projects would include strategies to reduce emissions generated during construction and operation in accordance with South Coast AQMD and local jurisdiction regulations which are designed to address air quality impacts and pollution control measures.

Although the South Coast AQMD is responsible for regional air quality planning efforts, it does not have the authority to directly regulate the air quality issues associated with plans and new development projects within its jurisdiction. Instead, the South Coast AQMD has used its expertise and prepared the CEQA Air Quality Handbook and newer thresholds of significance to indirectly address these issues in accordance with the projections and programs of its Air Quality Management Plans. The purpose of the CEQA Air Quality Handbook and newer thresholds of significance is to assist lead agencies, as well as consultants, project proponents, and other interested parties, in evaluating potential air quality impacts of projects and plans proposed within the South Coast Air Basin. Specifically, the CEQA Air Quality Handbook and newer thresholds of significance explain the procedures that the South Coast AQMD recommends be followed during environmental review processes required by CEQA. The CEQA Air Quality Handbook and newer thresholds of significance provide direction on how to evaluate potential air quality impacts, how to determine whether these impacts are significant, and how to mitigate these impacts. The South Coast AQMD intends that by providing this guidance, the air quality impacts of plans and development proposals will be analyzed accurately and consistently throughout the region, and adverse impacts will be minimized.

The South Coast AQMD's Risk Assessment Procedures for Rules 1401, 1401.1, and 212 (October 2024) establish the procedures and exposure assumptions used to conduct health risk analysis within the South Coast Air Basin. These procedures incorporate OEHHA guidance and provide the methodology used to evaluate cancer risk and non-cancer health impacts for a proposed project.

Local Air Quality Control

Local jurisdictions, such as the City of Perris, have the authority and responsibility to reduce air pollution through its police powers and decision-making authority. Specifically, the City is responsible for the assessment and mitigation of air emissions resulting from its land use decisions. The City of Perris is also responsible for the implementation of transportation control measures as outlined in the 2022 AQMP. Examples of such measures include bus turnouts, energy-efficient streetlights, and synchronized traffic signals.

In accordance with CEQA and the CEQA review process, the City of Perris assesses the air quality impacts of new development projects, requires mitigation of potentially significant air quality impacts by conditioning discretionary permits, and monitors and enforces the implementation of such mitigation. The City does not, however, have the expertise to develop plans, programs, procedures, and methodologies to ensure that air quality within the county and region will meet federal and State standards. Instead, the City relies upon the expertise of the South Coast AQMD and utilizes the CEQA Air Quality Handbook and newer South Coast AQMD thresholds of significance as the guidance documents for the environmental review of plans and development proposals within its jurisdiction.

Existing Regional Air Quality

Ambient air quality is determined primarily by the type and amount of pollutants emitted into the atmosphere, as well as the size, topography, and meteorological conditions of a geographic area. The Basin has low mixing heights and light winds, which help to accumulate air pollutants. Exhaust emissions from mobile sources generate the majority of ROG, NO_x, and carbon monoxide in the South Coast Air Basin and Riverside County. Area-wide sources generate the most airborne particulates (i.e., PM₁₀ and PM_{2.5}).

Measurements of ambient concentrations of the criteria pollutants are used by the EPA and the ARB to assess and classify the air quality of each regional air basin, county, or, in some cases, a specific urbanized area. The classification is determined by comparing actual monitoring data with national and State standards. If a pollutant concentration in an area is lower than the standard, the area is classified as being in “attainment” for that pollutant. If the pollutant concentration meets or exceeds the standard (depending on the specific standard for the individual pollutants), the area is classified as a “nonattainment” area. If there is not enough data available to determine whether the standard is exceeded in an area, the area is designated “unclassified.”

The EPA and the ARB use different standards for determining whether an air basin or county is an attainment area. Under national standards, the South Coast Air Basin is currently classified as an extreme nonattainment area for 8-hour ozone concentrations and a serious nonattainment area for PM_{2.5} concentrations. The South Coast Air Basin is in attainment or designated as unclassified for all other pollutants under national standards. Under State standards, the South Coast Air Basin is designated as a nonattainment area for ozone, PM₁₀, PM_{2.5}, and an attainment area for all other pollutants.

THRESHOLDS OF SIGNIFICANCE

In accordance with Appendix G to the CEQA Guidelines, a project could have a potentially significant air quality impact if it would:

1. Conflict with or obstruct implementation of the applicable air quality plan.
2. 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.
3. Expose sensitive receptors to substantial pollutant concentrations.
4. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

The Initial Study prepared for the proposed project determined that the proposed project would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people (significance threshold 4). Therefore, no further evaluation of this potential impact is provided in this EIR.

The thresholds discussed below are currently recommended by the South Coast AQMD in the CEQA Air Quality Handbook to translate the CEQA Guidelines thresholds into numerical values or performance standards. As discussed previously in this EIR section, the City of Perris utilizes the CEQA Air Quality

Handbook as the guidance document for the environmental review of plans and development proposals within its jurisdiction.

Consistency with the 2016 AQMP

For general development projects, the South Coast AQMD recommends that consistency with the current AQMP be determined by demonstrating consistency with adopted local land use plan designations and/or population projections used in the development of the AQMP. Projects that are consistent with adopted local land use plan designations and/or applicable population projections would not interfere with air quality attainment because the growth of the project is included in the projections utilized in the formulation of the AQMP. As such, projects, uses, and activities that are consistent with the applicable assumptions used in the development of the AQMP would not jeopardize attainment of the air quality levels identified in the AQMP, even if they exceed the South Coast AQMD's recommended daily emissions significance thresholds. However, changing a land use designation that would result in exceeding the AQMP population projections could jeopardize attainment of the air quality conditions projected in the AQMP and could be considered to be a significant impact.

Cumulatively Considerable Increases in Emissions

A project may have a significant impact if project-related emissions would exceed federal, State, or regional standards or thresholds, or if project-related emissions would substantially contribute to an existing or projected air quality violation. To address potential impacts from construction and operational activities, the South Coast AQMD currently recommends that impacts from projects with mass daily emissions that exceed any of the thresholds outlined in Table 5.2-1 be considered significant. The City of Perris defers to these thresholds for the evaluation of construction-related and operational air quality impacts.

TABLE 5.2-1 - SOUTH COAST AQMD THRESHOLDS OF SIGNIFICANCE

Pollutant	Construction Thresholds (pounds/day)	Operational Thresholds (pounds per day)
Reactive Organic Gases (ROG)	75	55
Nitrogen Oxides (NOx)	100	55
Carbon Monoxide (CO)	550	550
Sulfur Oxides (SOx)	150	150
Respirable Particulate Matter (PM10)	150	150
Fine Particulate Matter (PM2.5)	55	55

Source of table data: South Coast Air Quality Management District, South Coast AQMD Air Quality Significance Thresholds, website: https://www.aqmd.gov/docs/default-source/ceqa/handbook/south-coast-aqmd-air-quality-significance-thresholds.pdf?sfvrsn=f7601d61_25.

Exposure of Sensitive Receptors to Substantial Pollutant Concentrations

The South Coast AQMD has established thresholds of significance for toxic air contaminants in terms of the maximum individual cancer risk and the non-cancer hazard index. These thresholds of significance are presented in table 5.2-2. These thresholds are applicable to a project's potential incremental contribution to health risk and do not apply to existing ambient background risk levels.

TABLE 5.2-2 - SOUTH COAST AQMD HEALTH RISK ASSESSMENT SIGNIFICANCE THRESHOLDS

Category	Risk Threshold
Maximum Incremental Cancer Risk	≥ 10 in one million
Cancer Burden	> 0.5 excess cancer cases (in areas ≥ 1 in one million)
Chronic & Acute Hazard Index	≥ 1 (project increment)

Source of table data: South Coast Air Quality Management District, South Coast AQMD Air Quality Significance Thresholds, website: https://www.aqmd.gov/docs/default-source/ceqa/handbook/south-coast-aqmd-air-quality-significance-thresholds.pdf?sfvrsn=f7601d61_25.

PROJECT IMPACTS

Consistency with the 2022 AQMP

Threshold: Would the proposed project conflict with or obstruct implementation of the applicable air quality plan?

Impact: Implementation of the proposed project would not conflict with or obstruct implementation of the 2022 AQMP for the South Coast Air Basin.

Impact Analysis

The proposed project involves adjustments to designated truck routes within the City of Perris. The one roadway segment proposed to be designated as a truck route and the three roadway segments proposed to be removed as truck routes are located within the urbanized City of Perris and are presently constructed and open to traffic. No new roadways would be constructed as part of the proposed project and the proposed truck routes would not change the land use or zoning designations for any properties within the City of Perris. However, the proposed project would increase the distance that trucks have to travel to access designated truck routes with the City of Perris. The Truck Routes Plan Update Transportation Analysis prepared for the proposed project determined that 20-mile regional truck vehicle miles traveled (VMT) would increase by approximately 850.6 miles per day under 2025 with project conditions compared to existing 2025 without project conditions. Non-truck passenger vehicles would not be affected. In the future, the total 20-mile regional truck VMT would increase by approximately 1,834.3 miles per day under 2045 with project conditions compared to 2045 without project conditions. As discussed in the following impact analysis, the increase in VMT associated with the proposed project would result in very small increases in daily emissions that would not exceed the South Coast AQMD's mass daily thresholds of significance. Therefore, the proposed project would not conflict with or obstruct implementation of the 2022 AQMP and the potential impact would be less than significant.

Cumulatively Considerable Increases in Emissions

Threshold: Would the proposed project 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?

Impact: The mass daily emissions associated with the proposed project would not exceed the thresholds of significance recommended by the South Coast AQMD. As such, it would not 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.

Impact Analysis

Construction-Related Impacts

The proposed project would not involve any new construction or development. Signs would be installed as required by Government Code Section 65302.02 to identify the designated truck routes. No new unplanned roadways would have to be constructed to redistribute the truck traffic and no existing roadways would have to be modified. Therefore, any potential construction-related air quality impact would be less than significant.

Operational Impacts

Operational emissions associated with the proposed project would be due to an increase in distance that trucks would have to travel to access designated truck routes with the City of Perris. These emissions would be generated by truck engine running exhaust and, for PM₁₀ and PM_{2.5}, tire wear, brake wear, and roadway dust. Non-truck passenger vehicles would not be affected.

As discussed previously, the Truck Routes Plan Update Transportation Analysis prepared for the proposed project determined that total 20-mile regional truck VMT would increase by approximately 850.6 miles per day under 2025 with project conditions compared to existing 2025 without project conditions. The average daily emissions associated with this increase have been calculated utilizing the California Emissions Estimator Model (CalEEMod) version 2022.1.1.45. CalEEMod was developed for the California Air Pollution Control Officers Association to provide a uniform platform for government agencies, land use planners, and environmental professionals to estimate ozone precursors, criteria pollutants, and greenhouse gases (GHG) (collectively referred to as “emissions”) from land use development and linear projects in California. The South Coast AQMD is a member of the CalEEMod technical advisory committee and recommends its use for the evaluation of project air quality impacts under CEQA.

The analysis inputs to CalEEMod included a general light industry land use but with no land area or building size, an assumed year of 2025, the 20-mile regional truck VMT of 850.6, and a vehicle breakdown of 46.36% 2 axle (light heavy duty) trucks, 20.012% 3-axle (medium heavy duty) trucks, and 33.63% 4+ axle (heavy heavy duty) trucks based on the existing truck counts for the truck route roadway segments that would be eliminated by the project.

The results of these calculations are presented in Table 5.2-3. As shown, the proposed project would generate average daily operational emissions for 2025 that do not exceed the thresholds of significance recommended by the South Coast AQMD. This would be a less than significant impact.

TABLE 5.2-3 - ESTIMATED MASS DAILY OPERATIONAL EMISSIONS FOR 2025

Emissions Source	Emissions in Pounds Per Day					
	ROG	NO _x	CO	SO _x	PM10	PM2.5
Mobile Sources	0.08	2.07	0.50	0.02	0.78	0.23
South Coast AQMD Thresholds of Significance	55.0	55.0	550.0	150.0	150.0	55.0
Significant Impact?	No	No	No	No	No	No

CalEEMod result sheets are provided in Appendix E.

Exposure of Sensitive Receptors to Substantial Pollutant Concentrations

Threshold: Would the proposed project expose sensitive receptors to substantial pollutant concentrations?

Impact: Implementation of the proposed project would not expose sensitive receptors to substantial pollutant concentrations.

Impact Analysis

Land uses that are considered more sensitive to changes in air quality than others are referred to as sensitive receptors. Land uses such as primary and secondary schools, hospitals, and convalescent homes are considered to be sensitive to poor air quality because the very young, the old, and the infirm are more susceptible to respiratory infections and other air quality-related health problems than the general public. Residential uses are considered sensitive because people in residential areas are often at home for extended periods of time, so they could be exposed to pollutants for extended periods. Recreational areas are considered moderately sensitive to poor air quality because vigorous exercise associated with recreation places a high demand on the human respiratory function.

Construction-Related Impacts

The proposed project involves adjustments to designated truck routes within the City of Perris. The one roadway segment proposed to be designated as a truck route and the three roadway segments proposed to be removed as truck routes are located within the urbanized City of Perris and are presently constructed and open to traffic. No new roadways would be constructed as part of the proposed project and no existing roadways would have to be modified. Since no construction would occur, there would be no short-term impacts to sensitive receptors from construction-related activities such as demolition and grading, and machinery and equipment. Case Road from Bonnie Road to Watson Road would be the only new truck route and there are no existing or planned sensitive uses along this roadway segment. Therefore, the proposed project would not generate any expected increase in long-term operational air pollutant emissions at sensitive receptors. No impact would occur.

Carbon Monoxide Hotspots

The South Coast AQMD's 1993 CEQA Air Quality Analysis Guidance Handbook recommended that a CO hotspot analysis should be conducted for intersections where a proposed project would have a significant

traffic-related congestion impact causing the level of service (LOS) to change to E or F or when a project increases the volume to capacity ratio by 2% and the LOS is D or worse. It should be noted that these recommendations were formulated more than a decade ago when the South Coast Air Basin was a nonattainment area for federal and state CO standards. The South Coast Air Basin has been in attainment of all applicable ambient CO standards since 2005 (designated as attainment in 2007). In addition, the South Coast AQMD's Revision to the 1992 Carbon Monoxide Attainment Plan (1992 CO Plan) and 2003 AQMP determined that peak CO concentrations in the South Coast Air Basin in the years prior to the attainment designation were due to unusual meteorological and topographic conditions and not as a result of congestion at a particular intersection.

A CO hotspot analysis was conducted for four of the busiest intersections in Los Angeles County as part of the South Coast AQMD's 1992 CO Plan and subsequent 2003 AQMP. The intersections evaluated included: Long Beach Boulevard and Imperial Highway (Lynwood); Wilshire Boulevard and Veteran Avenue (Westwood); Sunset Boulevard and Highland Avenue (Hollywood); and La Cienega Boulevard and Century Boulevard (Inglewood). The busiest intersection evaluated in the 1992 CO Plan and 2003 AQMP was that at Wilshire Boulevard and Veteran Avenue, which had a daily traffic volume of approximately 100,000 vehicles per day with LOS E during the morning peak traffic hours and LOS F in the evening peak traffic hour. The analysis did not predict a CO hotspot at any of the congested intersections.

As shown in the tables of the Transportation section of this EIR, none of the study area roadway segments would approach 100,000 vehicles per day. As such, the increase in traffic along some roadway segments associated with the project would not be capable of increasing localized CO concentrations at intersections to levels that exceed federal and/or state standards. The impact of the proposed project would be less than significant.

Diesel Particulate Health Risks

The rerouting of truck traffic around the City of Perris has the potential to increase the emissions of diesel exhaust particulate matter at sensitive receptors along the roadway segments that would be expected to experience an increase in truck traffic. As discussed previously, the ARB has identified diesel particulate matter as a toxic air contaminant based on its potential to cause cancer.

To determine the potential impact of the proposed project, the tables in the Transportation section of this EIR were reviewed to identify those with the greatest expected increase in truck traffic. The segment of Trumble Road from Mapes Road to SR-74 is the roadway segment that is expected to experience the greatest increase in traffic with an expected increase of 196 trucks under existing year 2025 with project conditions and 622 trucks per day under base future year 2045 with project conditions. Industrial uses are located along this roadway segment. All of the other roadway segments with industrial uses would experience a lesser increase in truck traffic. The segment of Mapes Road from Sherman Road to Antelope Road is the roadway segment with residential uses that is expected to experience the greatest increase in traffic with an expected increase of 121 trucks under existing year 2025 with project conditions and 228 trucks per day under base future year 2045 with project conditions. Also along Mapes Road is a recreational use (Big League Dreams) that is expected to experience an increase of 121 trucks under existing year 2025 with project conditions and 225 trucks per day under base future year 2045 with project conditions. These are the locations representing three different uses that would, experience the greatest increase in truck traffic and potential diesel particulate health risk impacts. All other locations along the study area roadways would experience lesser potential health risk impacts.

A Diesel Health Risk Assessment was prepared to evaluate the potential diesel particulate health risk impacts to these three locations. The Diesel Health Risk Assessment is included in its entirety in Appendix F of this EIR and the information from this report is summarized below.

Based on the roadway segments selected for analysis, receptors located within 500 feet of each study roadway segment were identified and evaluated. For the purposes of the analysis, residential receptors were evaluated in accordance with South Coast AQMD guidance. In addition, outdoor recreational and employment land uses adjacent to the study roadway segments were evaluated to characterize potential health risks to representative receptor types located within the project area. A map showing the receptor locations is provided in Figure 5.2-1 and the locations are described below.

- | | |
|------------|---|
| Receptor-1 | Existing Big League Dreams outdoor recreational facility located near the northeast corner of Mapes Road and Trumble Road. The nearest point of outdoor recreational activity (labeled “1” on Figure 5.2-1) is located approximately 60 feet north of the centerline of Mapes Road. |
| Receptor-2 | Existing residential land uses located along the northern and southern sides of Mapes Road. The nearest residential property line (labeled “2” on Figure 5.2-1) is located approximately 35 feet from the centerline of Mapes Road. |
| Receptor-3 | Existing industrial land uses located along the eastern and western sides of Trumble Road. The nearest point of the industrial land uses (labeled “3” on Figure 5.2-1) is located approximately 50 feet from the centerline of Trumble Road. |
- Potential health risks at Receptor-3 are evaluated using the worker exposure assumptions for employment-based land uses.

Modeling Parameters and Assumptions

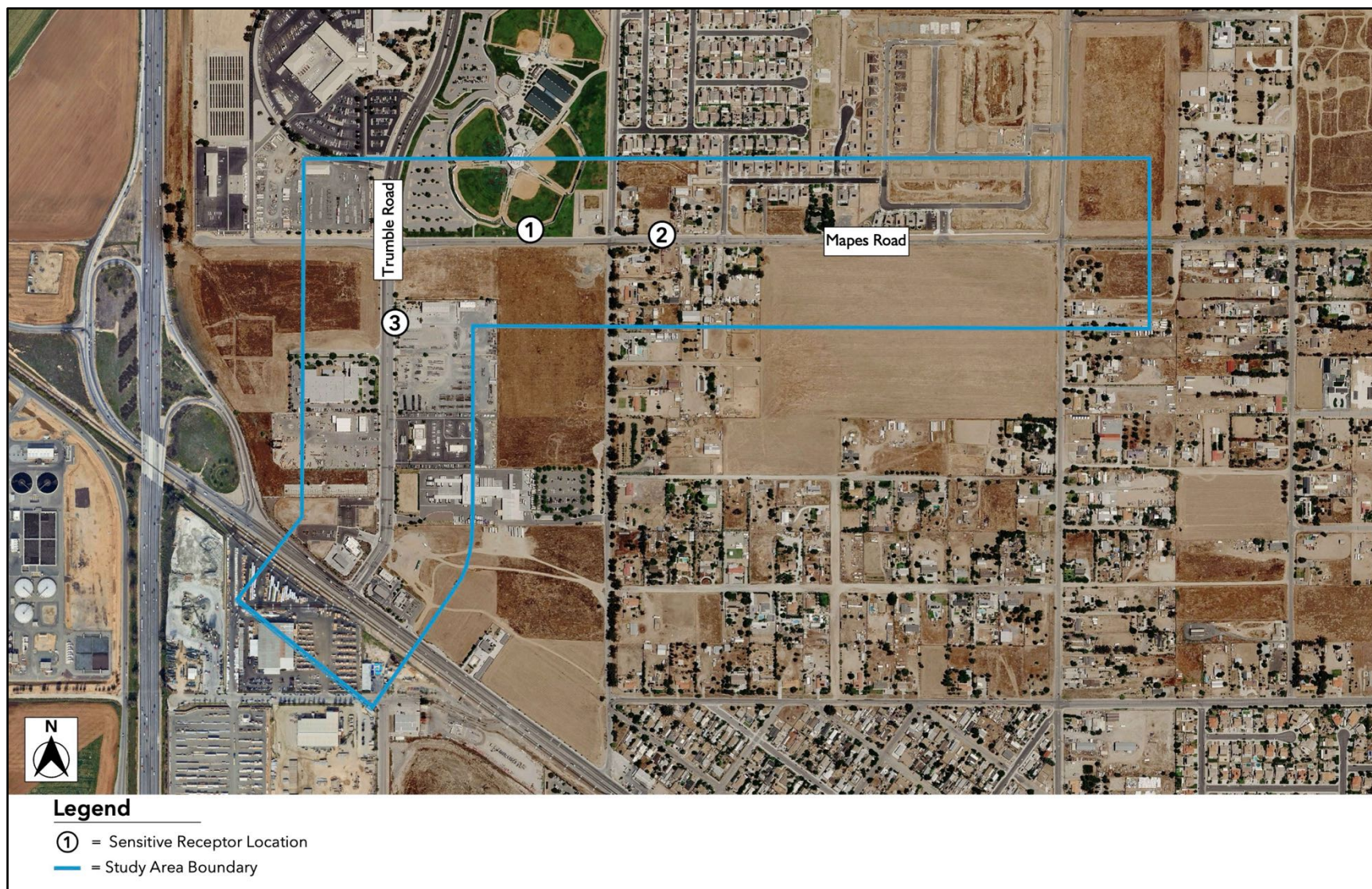
The AERMOD Gaussian Plume Air Dispersion Model Version 13.1.0 (AERMOD) was used to model the dispersion of toxic air contaminant emissions from the trucks that would be rerouted by the proposed project. AERMOD is a regulatory air quality dispersion model developed by the American Meteorological Society and the Environmental Protection Agency (EPA). It is used to estimate the dispersion of air pollutants from stationary and mobile sources, taking into account various factors such as terrain, meteorology, and the nature of the pollutant sources. The assumptions and modeling parameters used for this analysis are described below.

Diesel particulate matter emissions associated with the projected redistribution of truck traffic along the study roadways were estimated based on the roadway volume assumptions from the Truck Routes Plan Update Transportation Analysis and the ARB EMFAC2025 model. Separate emissions estimates were developed for the Existing Year, Future Year (2045), and Future Year Cumulative (2045) traffic scenarios evaluated in the Truck Routes Plan Update Transportation Analysis.

Vehicle source emissions were calculated using the following key inputs:

- Average Daily Traffic (ADT) – the amount of vehicle trips along each roadway over a 24-hour period;
- Vehicle Fleet Mix – the percentage breakdown of vehicle types (i.e., trucks by axle number); and

FIGURE 5.2-1 – SENSITIVE RECEPTOR LOCATIONS



- Emission Factors – the amount of emissions generated as a function of vehicle type, vehicle speed, and pollutant for a given time or distance.

Figure 5.2-2 shows the locations of modeled operational roadway emissions sources.

Table 5.2-4 through Table 5.2-6 show the net increase in truck ADT associated with the project for the Existing Year, Future Year (2045), and Future Year Cumulative (2045) scenarios. To be conservative, all project-related truck trips were assumed to consist of light heavy-duty truck 2 (LHDT2) and heavy heavy-duty truck (HHDT) vehicles. All trucks were assumed to be powered by diesel fuel.

TABLE 5.2-4 – PROJECT VEHICLE MIX – EXISTING YEAR 2025

Roadway Segment	Daily Project Trips by Vehicle Type			
	4 Axle Trucks (LHDT2)	5 Axle Trucks (HHDT)	6+ Axle Trucks (HHDT)	Total ADT
Mapes Road Trumble Road to Sherman Road	62	59	0	121
Mapes Road Sherman Road to Antelope Road	61	60	0	121
Trumble Road Mapes Road to SR-74	159	35	2	196

Source of table data: RK Engineering Group, July 30, 2026.

TABLE 5.2-5 – PROJECT VEHICLE MIX – FUTURE YEAR 2045

Roadway Segment	Daily Project Trips by Vehicle Type			
	4 Axle Trucks (LHDT2)	5 Axle Trucks (HHDT)	6+ Axle Trucks (HHDT)	Total ADT
Mapes Road Trumble Road to Sherman Road	114	111	0	225
Mapes Road Sherman Road to Antelope Road	116	112	0	228
Trumble Road Mapes Road to SR-74	506	110	6	622

Source of table data: RK Engineering Group, July 30, 2026.

FIGURE 5.2-2 – MODELED ROADWAY EMISSIONS SOURCE LOCATIONS

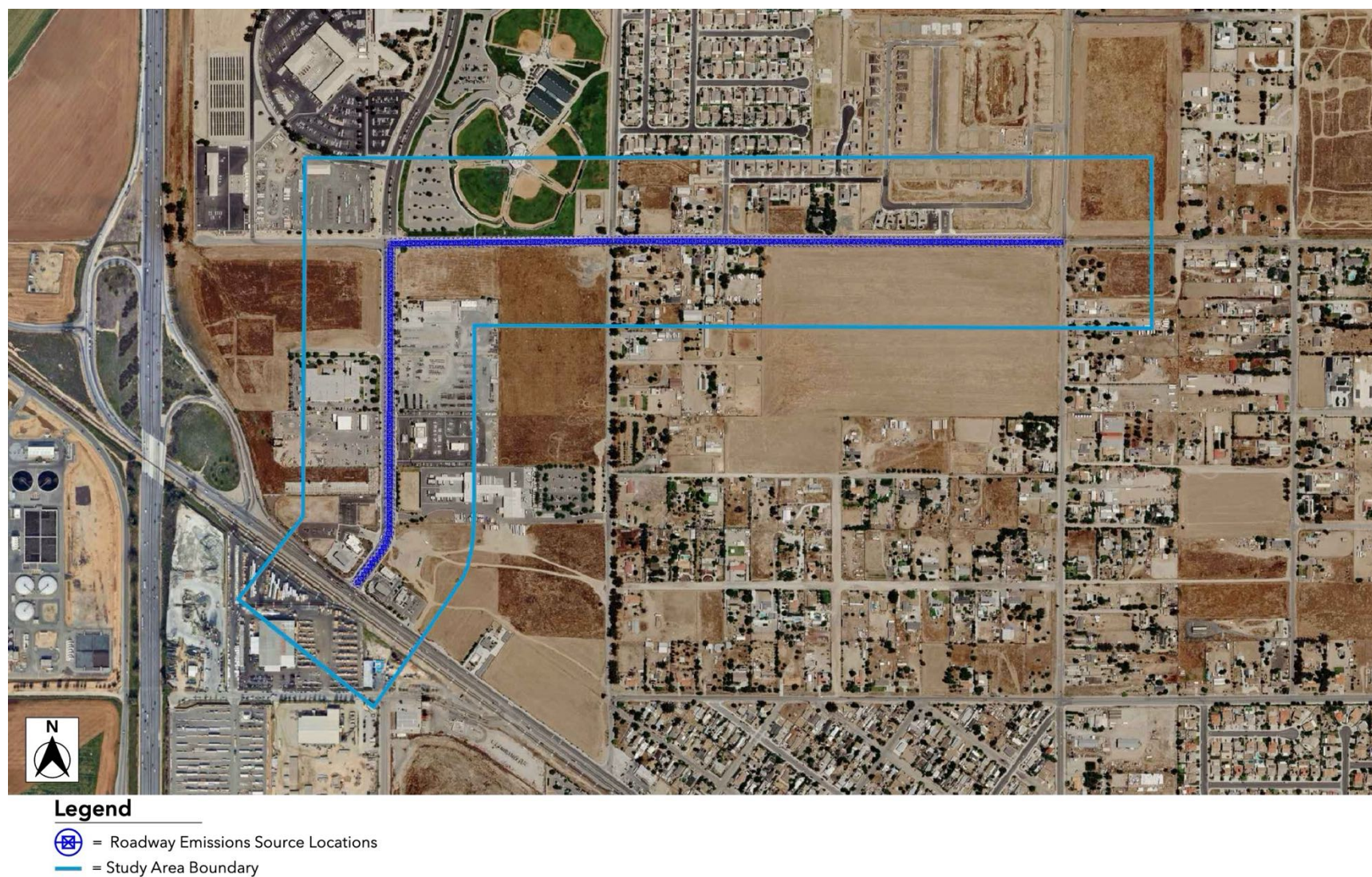


TABLE 5.2-6 – PROJECT VEHICLE MIX – FUTURE CUMULATIVE YEAR 2045

Roadway Segment	Daily Project Trips by Vehicle Type			
	4 Axle Trucks (LHDT2)	5 Axle Trucks (HHDT)	6+ Axle Trucks (HHDT)	Total ADT
Mapes Road Trumble Road to Sherman Road	534	515	0	1,049
Mapes Road Sherman Road to Antelope Road	536	518	0	1,054
Trumble Road Mapes Road to SR-74	1,060	230	12	1,302

Source of table data: RK Engineering Group, July 30, 2026.

Mobile Source Emission Factors

Emission factors derived from the EMFAC2025 model were utilized to estimate vehicle emissions along the study roadway segments. To be conservative, mobile source emissions were calculated based on the first year of each scenario (i.e., 2025 for the Existing Year scenario and 2045 for the 2045 Baseline and 2045 with Cumulative scenarios). This approach is conservative because diesel particulate emissions from heavy-duty trucks are expected to decline over the years due to vehicle turnover and the implementation of existing and future mobile source emission control rules and strategies.

Emission factors for PM₁₀ were used to represent diesel particulate matter emissions. The posted speed limits along each of the study roadways were used as the average traffic speed for each roadway segment.

Mobile Source Emission Factors

The general model assumptions utilized for this analysis are shown in Table 5.2-7.

TABLE 5.2-7 – DISPERSION MODELING ASSUMPTIONS

Feature	Operation
Terrain Processing	elevated terrain
Regulatory Dispersion Options	default assumptions used
Land Use	urban
Coordinate Systems	UTM
Building Downwash	not included in calculations ¹
Receptor Heights	0 meters ²

Notes:

¹ Building downwash effects in AERMOD are only applicable to point source emissions. Since the project does not include any point sources, building downwash is not considered in this analysis.

² Receptors are set at a height of 0 meters, consistent with South Coast AQMD Modeling Guidance for AERMOD.

Source of table data: RK Engineering Group, July 30, 2026.

Each roadway segment was represented as a line volume source with emissions distributed uniformly along that roadway segment length. The emissions are characterized by parameters such as the emission rate per unit length, length of the line source, and release height.

Table 5.2-8 shows the emissions source configurations used for this analysis.

TABLE 5.2-8 – DISPERSION MODEL SOURCE CONFIGURATIONS		
Emission Source Type	Configuration	Relevant Assumptions
Truck Traffic	Line Sources	• See Tables 5.2-4 through 5.2-6 for an inventory of average daily traffic along roadway segments • Stack release height: 3.5 meters (~11.48 feet) • Vehicle speeds: ○ 50 m.p.h. along Mapes Road ○ 45 m.p.h. along Trumble Road • Vehicle Types: LHDT2, HHDT • Emission factors: CARB EMFAC2025 (Years 2025 and 2045)
Source of table data: RK Engineering Group, July 30, 2026.		

Meteorological Data

Meteorological data recorded over hourly intervals are also utilized within AERMOD to determine the direction and rate of dispersion of emissions released into the atmosphere. The South Coast AQMD maintains 26 meteorological data collection stations throughout its jurisdiction. Meteorological data from the five most recent years that meet the established completeness criteria is processed by the South Coast AQMD for use in dispersion modeling. Other information provided includes station details, surface characteristics, and temperature ranges.

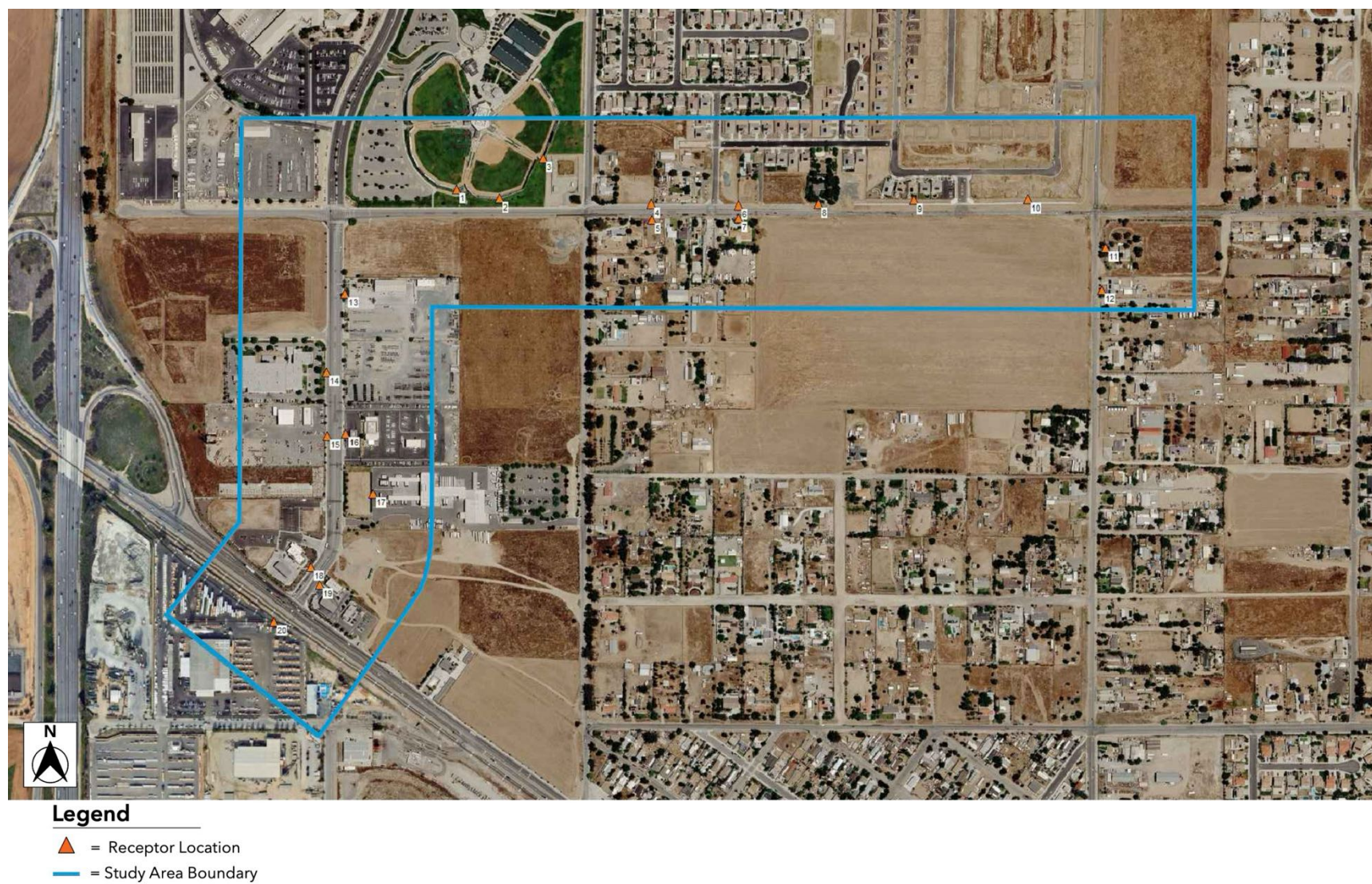
The nearest meteorological data collection station to the City of Perris was the Perris station. For the purposes of this analysis, meteorological data for the Perris station collected in the years 2016 through 2020 are used to represent local weather conditions and prevailing winds.

Modeled Sensitive Receptors

For the purposes of this analysis, each identified sensitive receptor was represented by a discrete receptor located at the point nearest to the study roadway. These discrete receptors represent the residential, recreational, and industrial receptor locations described above. In addition, a Cartesian receptor grid was established throughout the study area to identify the locations of maximum off-site pollutant concentrations.

Figure 5.2-3 shows the locations of each receptor placed in the air dispersion model.

FIGURE 5.2-3 – MODELED RECEPTOR LOCATIONS



Health Risk Assessment Results

Table 5.2-9 through Table 5.2-11 present the estimated residential cancer risk and non-cancer hazard index associated with the Existing Year 2025, Future Year 2045, and Future Year Cumulative 2045 traffic scenarios, respectively.

As shown in Table 5.2-9 through Table 5.2-11, the maximum residential cancer risk and non-cancer hazard index exceed the applicable South Coast AQMD significance thresholds under all three analysis scenarios. The maximum residential cancer risk would occur under the Future Year Cumulative 2045 scenario and is estimated to be 6.71 in one million. The corresponding hazard index under this scenario would be 0.0015. Both values would not exceed the South Coast AQMD significance thresholds of 10 in one million and 1.0, respectively.

In addition to the assessment of maximum incremental cancer and non-cancer risk at the modeled receptors, the South Coast AQMD requires an assessment of residential cancer burden. Cancer burden represents the estimated number of excess cancer cases within the exposed population over a 70-year lifetime and is calculated by multiplying the maximum incremental cancer risk by the estimated exposed population.

TABLE 5.2-9 – RESIDENTIAL HEALTH RISK LEVELS – EXISTING YEAR 2025

Sensitive Receptor	AERMOD Receptor ID	Cancer Risk (per one million)	Hazard Index
1	1	0.5040	0.0001
	2	0.7074	0.0002
	3	0.2476	0.0001
2	4	1.0081	0.0002
	5	1.0965	0.0002
	6	1.0611	0.0002
	7	0.9992	0.0002
	8	0.9638	0.0002
	9	0.7428	0.0002
	10	0.6455	0.0001
	11	0.1945	0.0000
	12	0.1150	0.0000
Maximum Risk		1.0965	0.0002
South Coast AQMD Thresholds of Significance		10	1
Exceeds Threshold?		No	No

Source of table data: RK Engineering Group, July 30, 2026.

TABLE 5.2-10 – RESIDENTIAL HEALTH RISK LEVELS – FUTURE YEAR 2045

Sensitive Receptor	AERMOD Receptor ID	Cancer Risk (per one million)	Hazard Index
1	1	0.7428	0.0002
	2	0.9904	0.0002
	3	0.3714	0.0001
2	4	1.3618	0.0003
	5	1.4856	0.0003
	6	1.3971	0.0003
	7	1.3264	0.0003
	8	1.2645	0.0003
	9	0.9904	0.0002
	10	0.8666	0.0002
	11	0.2653	0.0001
	12	0.1680	0.0000
Maximum Risk		1.4856	0.0003
South Coast AQMD Thresholds of Significance		10	1
Exceeds Threshold?		No	No

Source of table data: RK Engineering Group, July 30, 2026.

TABLE 5.2-11 – RESIDENTIAL HEALTH RISK LEVELS – FUTURE YEAR CUMULATIVE 2045

Sensitive Receptor	AERMOD Receptor ID	Cancer Risk (per one million)	Hazard Index
1	1	3.0418	0.0007
	2	4.3152	0.0010
	3	1.5032	0.0003
2	4	6.1633	0.0014
	5	6.7115	0.0015
	6	6.3578	0.0014
	7	6.0129	0.0014
	8	5.7830	0.0013
	9	4.5362	0.0010
	10	3.9615	0.0009
	11	1.1761	0.0003
	12	0.7162	0.0002
Maximum Risk		6.7115	0.0015
South Coast AQMD Thresholds of Significance		10	1
Exceeds Threshold?		No	No

Source of table data: RK Engineering Group, July 30, 2026.

Based on aerial imagery and parcel counts, approximately 90 households are located within the study area. Per the City of Perris General Plan, the City has an average household size of 4.16. Applying the average household size to the estimated 90 households in the study area, the estimated exposed population is approximately 374 residents.

Table 15.2-2 summarizes the residential cancer burden calculations. As shown, the estimated cancer burden is well below the South Coast AQMD significance threshold of 0.5 excess cancer cases.

TABLE 5.2-12 – ESTIMATED CANCER BURDEN

Scenario	Maximum Incremental Cancer Risk (per one million)	Estimated Exposed Population	Estimated Cancer Burden
Existing Year 2025	1.0965	374	0.0004
Future Year 2045	1.4856		0.0006
Future Year Cumulative 2045	6.7115		0.0025
Maximum Estimated Cancer Burden			0.0025
South Coast AQMD Cancer Burden Threshold			0.5
Exceeds Threshold?			No

Source of table data: RK Engineering Group, July 30, 2026.

As a result, the proposed project would not exceed the applicable thresholds for maximum incremental cancer risk, non-cancer hazard index, or cancer burden. Therefore, the project's health risk impact to the greatest affected residential receptors would be less than significant.

Table 5.2-13 through Table 5.2-15 present the estimated worker cancer risk associated with the Existing Year 2035, Future Year 2045, and Future Year Cumulative 2045 traffic scenarios, respectively. As shown, the maximum worker cancer risk and non-cancer hazard index would not exceed the applicable South Coast AQMD significance thresholds under all three analysis scenarios. The maximum worker cancer risk would occur under the Future Year Cumulative 2045 scenario and is estimated to be 0.0480 in one million. The corresponding hazard index under this scenario would be 0.0018. Both values remain below the South Coast AQMD significance thresholds of 10 in one million and 1.0, respectively. As a result, the project's health risk impact to the greatest affected worker receptors would be less than significant.

CUMULATIVE IMPACTS

Because the South Coast Air Basin is currently in nonattainment for ozone, PM₁₀, and PM_{2.5}, other new development projects in the City of Perris and surrounding areas could exceed an air quality standard or contribute to an existing or projected air quality exceedance. With regard to determining the significance of the proposed project contribution, the South Coast AQMD considers any construction-related and/or operational emissions from individual projects that exceed the project-specific thresholds of significance identified above to be considered cumulatively considerable.

TABLE 5.2-13 – WORKER HEALTH RISK LEVELS – EXISTING YEAR 2025

Sensitive Receptor	AERMOD Receptor ID	Cancer Risk (per one million)	Hazard Index
3	13	0.0092	0.0003
	14	0.0076	0.0003
	15	0.0080	0.0003
	16	0.0085	0.0003
	17	0.0030	0.0001
	18	0.0073	0.0003
	19	0.0076	0.0003
	20	0.0012	0.0000
Maximum Risk		0.0092	0.0003
South Coast AQMD Thresholds of Significance		10	1
Exceeds Threshold?		No	No

Source of table data: RK Engineering Group, July 30, 2026.

TABLE 5.2-14 – WORKER HEALTH RISK LEVELS – FUTURE YEAR 2045

Sensitive Receptor	AERMOD Receptor ID	Cancer Risk (per one million)	Hazard Index
3	13	0.0220	0.0008
	14	0.0184	0.0007
	15	0.0196	0.0007
	16	0.0207	0.0008
	17	0.0072	0.0003
	18	0.0177	0.0007
	19	0.0185	0.0007
	20	0.0027	0.0001
Maximum Risk		0.0220	0.0008
South Coast AQMD Thresholds of Significance		10	1
Exceeds Threshold?		No	No

Source of table data: RK Engineering Group, July 30, 2026.

As discussed above, the maximum mass daily emissions associated with the proposed project would not exceed the thresholds of significance recommended by the South Coast AQMD. Therefore, the proposed project would not contribute a cumulatively considerable increase in emissions for the pollutants for which the South Coast Air Basin is in nonattainment. The cumulative air quality impacts associated with the proposed project would be less than significant.

TABLE 5.2-15 – WORKER HEALTH RISK LEVELS – FUTURE YEAR CUMULATIVE 2045

Sensitive Receptor	AERMOD Receptor ID	Cancer Risk (per one million)	Hazard Index
3	13	0.0480	0.0018
	14	0.0396	0.0015
	15	0.0417	0.0016
	16	0.0441	0.0017
	17	0.0157	0.0006
	18	0.0376	0.0014
	19	0.0393	0.0015
	20	0.0061	0.0002
Maximum Risk		0.0220	0.0008
South Coast AQMD Thresholds of Significance		10	1
Exceeds Threshold?		No	No

Source of table data: RK Engineering Group, July 30, 2026.

In the future, the total 20-mile regional truck VMT would increase by approximately 1,834.3 miles per day under 2045 with project conditions compared to 2045 without project conditions. The increase in VMT is associated with the potential increased trips lengths for future projects within and around the City of Perris.

The average daily increase in emissions in 2045 have been calculated with CalEEMod using the same modeling inputs as described before but with an assumed year of 2045, the 20-mile regional truck VMT of 1,834.3, and a vehicle breakdown of 35.26% 2 axle (light heavy duty) trucks, 15.69% 3-axle (medium heavy duty) trucks, and 49.05% 4+ axle (heavy heavy-duty) trucks based on the base future model year 2045 truck count estimates for the truck route roadway segments that would be eliminated by the project. The results of the modeling are shown in Table 5.2-16. As shown, the proposed project would result in average daily operational emissions for 2045 that do not exceed the thresholds of significance recommended by the South Coast AQMD. Thus, air quality impacts would not be cumulatively considerable.

TABLE 5.2-16 - ESTIMATED MASS DAILY OPERATIONAL EMISSIONS FOR 2045

Emissions Source	Emissions in Pounds Per Day					
	ROG	NOx	CO	SOx	PM10	PM2.5
Mobile Sources	0.05	2.21	0.41	0.03	1.63	0.47
South Coast AQMD Thresholds of Significance	55.0	55.0	550.0	150.0	150.0	55.0
Significant Impact?	No	No	No	No	No	No

CalEEMod result sheets are provided in Appendix E.

As discussed previously, the maximum residential and worker cancer risks would occur under the Future Year Cumulative 2045 scenario. The maximum residential and worker incremental cancer risk, non-cancer

hazard index, or cancer burden would not exceed the South Coast AQMD significance thresholds. As such, cumulative health risk impacts would be less than significant.

UNAVOIDABLE SIGNIFICANT IMPACTS

The proposed project would not create any unavoidable significant air quality impacts.

REFERENCES

RK Engineering Group, Inc. July 30, 2026. *Perris Truck Routes Plan Update Diesel Health Risk Assessment, City of Perris.*

RK Engineering Group, Inc. July 10, 2026. *Truck Routes Plan Update Transportation Analysis, City of Perris.*

South Coast Air Quality Management District. March 2023. *South Coast AQMD Air Quality Significance Thresholds.* Available at: https://www.aqmd.gov/docs/default-source/ceqa/handbook/south-coast-aqmd-air-quality-significance-thresholds.pdf?sfvrsn=f7601d61_25.

South Coast Air Quality Management District. December 2, 2022. *2022 Air Quality Management Plan.* Available at: <https://www.aqmd.gov/home/air-quality/air-quality-management-plans/air-quality-mgt-plan>.

ENERGY

SUMMARY

The proposed project would not consume energy resources in a wasteful, inefficient, or unnecessary amount during project construction and/or operation.

The proposed project would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency.

ENVIRONMENTAL SETTING

Regional Energy Supply

California's on-road transportation system includes over 170,000 miles of highways and major roadways, more than 27 million passenger vehicles and light trucks, and almost eight million medium- and heavy-duty vehicles. While gasoline consumption has been declining since 2008, it is still by far the dominant fuel. Petroleum comprises about 92 percent of all transportation energy use, excluding fuel consumed for aviation and most marine vessels. Nearly 19 billion gallons of on-highway fuel are consumed each year, including 15.1 billion gallons of gasoline (including ethanol) and 3.9 billion gallons of diesel fuel (including biodiesel and renewable diesel). In 2016, Californians also used 194 million therms of natural gas as a transportation fuel, or the equivalent of 155 million gallons of gasoline.

The U.S. Energy Information Administration (EIA) is the statistical and analytical agency within the U.S. Department of Energy. The EIA conducts a comprehensive data collection program that covers the full spectrum of energy sources, end uses, and energy flows, and publishes that data for each state. The most recent "Quick Facts" published by the EIA for California state that:¹

- California was the eighth-largest producer of crude oil among the 50 states in 2024 and the state ranked third in oil refining capacity.
- California is the second-largest consumer of motor gasoline after Texas.
- California's total energy consumption is second-highest in the nation, after Texas, but its per capita energy consumption is the third-lowest in the nation.

As indicated above, California is one of the nation's leading energy-producing states, and California per capita energy use is among the nation's most efficient.

¹ U.S. Energy Information Administration. <https://www.eia.gov/state/index.php?sid=CA>, January 5, 2026.

THRESHOLDS OF SIGNIFICANCE

In accordance with Appendix G to the CEQA Guidelines, a project could have a potentially significant energy impact if it would:

1. Consume energy resources in a wasteful, inefficient, or unnecessary amount during project construction and/or operation.
2. Conflict with or obstruct a State or local plan for renewable energy or energy efficiency.

In addition, Appendix F to the CEQA Guidelines states that the means of achieving the goal of energy conservation includes the following:

- Decreasing overall per capita energy consumption.
- Decreasing reliance on fossil fuels such as coal, natural gas and oil; and
- Increasing reliance on renewable energy sources.

Pursuant to impact possibilities listed in Appendix F to the CEQA Guidelines, environmental impacts associated with regard to energy consumption and conservation may include:

1. The project's energy requirements and its energy use efficiencies by amount and fuel type for each stage of the project including construction, operation, maintenance and/or removal;
2. The effects of the project on local and regional energy supplies and on requirements for additional capacity;
3. The effects of the project on peak and base period demands for electricity and other forms of energy;
4. The degree to which the project complies with existing energy standards;
5. The effects of the project on energy resources;
6. The project's projected transportation energy use requirements and its overall use of efficient transportation alternatives.

PROJECT IMPACTS

Energy Consumption

Threshold: Would the proposed project consume energy resources in a wasteful, inefficient, or unnecessary amount during project construction and/or operation?

Impact: The proposed project would not consume energy resources in a wasteful, inefficient, or unnecessary amount.

Impact Analysis

The project's energy requirements and its energy use efficiencies by amount and fuel type for each stage of the project including construction, operation, maintenance and/or removal

Construction Energy Demands

The proposed project would not involve any new construction or development. Signs would be installed as required by Government Code Section 65302.02 to identify the designated truck routes. No new unplanned roadways would have to be constructed to redistribute the truck traffic and no existing roadways would have to be modified. Therefore, any potential energy demand specific to the installation of new signs would be minimal and would not occur in a wasteful, inefficient, or unnecessary amount.

Operational Energy Demands

Operational energy use associated with the proposed project would be due to an increase in distance that trucks would have to travel to access designated truck routes within the City of Perris. Non-truck passenger vehicles would not be affected.

As discussed previously, the Truck Routes Plan Update Transportation Analysis prepared for the proposed project determined that 20-mile regional truck VMT would increase by approximately 850.6 miles per day under 2025 with project conditions compared to existing 2025 without project conditions. The EMFAC2021 model assumes that heavy-duty trucks travel approximately 6.26 miles per gallon of fuel. As such, the proposed project would result in an average fuel use of approximately 135.9 gallons of fuel per day in 2025.

The project is proposed to comply with the requirements of AB 98 and new Government Code Section 65302.02. AB 98 requires cities and counties to update the circulation element components of their general plans to establish designated truck routes that avoid residential areas and sensitive receptors. While the project would result in a redistribution of truck traffic and an increase in truck VMT, this increased VMT resulting in the protection of residents and sensitive receptors within Perris would not result in a wasteful, inefficient, or unnecessary use of fuel. Therefore, the impact of the proposed project would be less than significant.

The effects of the project on local and regional energy supplies and on requirements for additional capacity

As discussed previously, nearly 19 billion gallons of on-highway fuel are consumed each year, including 15.1 billion gallons of gasoline (including ethanol) and 3.9 billion gallons of diesel fuel. These fuel resources are currently not limited in quantities for consumer consumption and additional capacity would not be required to accommodate the demands of the proposed project.

The effects of the project on peak and base period demands for electricity and other forms of energy

The proposed project would result in an increase in regional truck VMT. It would not affect peak and base period demands for electricity or other forms of energy.

The degree to which the project complies with existing energy standards

All trucks affected by the proposed project and associated increase in VMT would be required to comply with all applicable federal and State vehicle fuel consumption standards.

The effects of the project on energy resources

The effects of the proposed project on energy supplies and resources from a capacity standpoint are described above in the preceding analyses. While the proposed project would result in the increased consumption of fuel resources, the use of these resources would not occur in a wasteful, inefficient, or unnecessary amount.

The project's projected transportation energy use requirements and its overall use of efficient transportation alternatives

As stated above, energy impacts associated with trucks during construction and operation of the proposed project would not result in the inefficient, unnecessary, or wasteful consumption of energy.

Energy Efficiency

Threshold: Would the proposed project conflict with or obstruct a State or local plan for renewable energy or energy efficiency?

Impact: The proposed project would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency.

Impact Analysis

There are currently no adopted State or local plans for renewable energy that are applicable to the proposed project. As such, the project would not conflict with such plans, and no impact would occur.

CUMULATIVE IMPACTS

Project construction and operation would not result in the inefficient, wasteful or unnecessary consumption of energy. Further, the energy demands of the proposed project can be accommodated within the context of available resources and energy delivery systems. The proposed project would not engage in wasteful or inefficient uses of energy and aims to achieve energy conservations goals within the State of California.

In the future, the total 20-mile regional truck VMT would increase by approximately 1,834.3 miles per day under 2045 with project conditions compared to 2045 without project conditions. The increase in VMT is associated with the potential increased trips lengths for future projects within and around the City of Perris. Assuming the same 6.26 miles per gallon for heavy-duty trucks, this equates to an increased fuel use of approximately 293 gallons per day.

However, as discussed in the Transportation section of this EIR, under Future Cumulative (Year 2045) conditions, the project results in an estimated reduction of approximately 5,941.3 regional VMT. This reduction is attributable to the cumulative development assumptions incorporated into the regional travel demand model. The Future Cumulative model includes the proposed Perris Valley Towne Centre, New Perris Commerce Center, and Stoneridge developments, which were assumed to have direct or indirect truck access via San Jacinto Avenue under the Without Project scenario. Under the proposed project, portions of San Jacinto Avenue would no longer be designated as truck routes. As a result, the model no longer assigns truck travel to these roadway segments in the same manner as the Without Project scenario. This change in network connectivity results in a reduction in forecast truck travel assigned to these

development zones and a corresponding reduction in regional VMT. As a result, the reduction in regional VMT is attributable to the truck route restrictions incorporated into RIVCOM. Under the With Project scenario, the cumulative development sites no longer have designated truck route access, resulting in fewer truck trips being generated by these traffic analysis zones and a corresponding reduction in regional VMT.

Other cumulative developments within the City and the region would also be required to demonstrate that the wasteful, inefficient, or unnecessary consumption of energy would not occur. Additionally, other cumulative developments would be subject to the same regulatory requirements as the proposed project, including compliance with Title 24 and the CalGreen Code, which would ensure that cumulative development does not result in the wasteful, inefficient, or unnecessary consumption of energy. As such, the proposed project would not result in a potentially cumulatively considerable environmental impact due to wasteful, inefficient, or unnecessary consumption of energy. Thus, impacts would not be cumulatively considerable.

UNAVOIDABLE SIGNIFICANT IMPACTS

The proposed project would not create any unavoidable significant energy impacts.

REFERENCES

RK Engineering Group, Inc. July 10, 2026. *Truck Routes Plan Update Transportation Analysis, City of Perris*.

U.S. Energy Information Administration. *California State Profile and Energy Estimates*. Available at: <https://www.eia.gov/state/index.php?sid=CA>. Accessed January 5, 2026.

GREENHOUSE GAS EMISSIONS

SUMMARY

The proposed project would result in a net increase in greenhouse gas emissions but would not exceed the thresholds of significance recommended by the South Coast Air Quality Management District.

The proposed project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

ENVIRONMENTAL SETTING

Greenhouse Gas Emissions Background

Greenhouse gas (GHG) emissions refer to a group of emissions that are believed to affect global climate conditions. These gases trap heat in the atmosphere and the major concern is that increases in GHG emissions are causing global climate change. Global climate change is a change in the average weather on earth that can be measured by wind patterns, storms, precipitation and temperature. Although there is disagreement as to the speed of global warming and the extent of the impacts attributable to human activities, most agree that there is a direct link between increased emission of GHGs and long-term global temperature. What GHGs have in common is that they allow sunlight to enter the atmosphere but trap a portion of the outward-bound infrared radiation and warm up the air. The process is similar to the effect a greenhouse has in raising the internal temperature, hence the name greenhouse gases. Both natural processes and human activities emit GHGs. The accumulation of greenhouse gases in the atmosphere regulates the earth's temperature; however, it is the scientific consensus that emissions from human activities such as electricity generation and motor vehicle operations have elevated the concentration of GHGs in the atmosphere. This accumulation of GHGs has contributed to an increase in the temperature of the earth's atmosphere and contributed to global climate change.

The principal GHGs are carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), sulfur hexafluoride (SF₆), perfluorocarbons (PFCs), hydrofluorocarbons (HFCs), and water vapor (H₂O). CO₂ is the reference gas for climate change because it is the predominant greenhouse gas emitted. To account for the varying warming potential of different GHGs, GHG emissions are often quantified and reported as CO₂ equivalents (CO₂e).

In 2005, in recognition of California's vulnerability to the effects of climate change, Governor Schwarzenegger established Executive Order S-3-05 on June 1, 2005, which calls for a reduction in GHG emissions to 1990 levels by 2020 and for an 80 percent reduction in GHG emissions below 1990 levels by 2050 in California. The Secretary of the California Environmental Protection Agency was charged with coordination of efforts to meet these targets and formed the Climate Action Team to implement the Order.

In March 2006, the Climate Action Team published the Climate Action Team Report to Governor Schwarzenegger and the Legislature (the 2006 Climate Action Team Report). The 2006 Climate Action Team Report identifies a recommended list of strategies that the State could pursue to reduce climate change

GHG emissions. These are strategies that could be implemented by various State agencies to ensure that the Governor's targets are met and can be met with existing authority of the State agencies.

In 2006, California passed the California Global Warming Solutions Act of 2006 (Assembly Bill No. 32; California Health and Safety Code Division 25.5, Sections 38500, et seq., or AB 32), which requires the California Air Resources Board (ARB) to design and implement emission limits, regulations, and other measures, such that feasible and cost-effective statewide GHG emissions are reduced to 1990 levels by 2020. As a central requirement of AB 32, the ARB was assigned the task of developing a Scoping Plan that outlines the State's strategy to achieve the 2020 GHG emissions limit. This Scoping Plan, which was developed by the ARB in coordination with the Climate Action Team, was published in October 2008. The Scoping Plan proposed a comprehensive set of actions designed to reduce overall GHG emissions in California, improve the environment, reduce the State's dependence on oil, diversify the State's energy sources, save energy, create new jobs, and enhance public health. An important component of the plan is a cap-and-trade program covering 85 percent of the State's emissions. Additional key recommendations of the Scoping Plan include strategies to enhance and expand proven cost-saving energy efficiency programs; implementation of California's clean cars standards; increases in the amount of clean and renewable energy used to power the State; and implementation of a low-carbon fuel standard that will make the fuels used in the State cleaner. Furthermore, the Scoping Plan also proposed full deployment of the California Solar Initiative, high-speed rail, water-related energy efficiency measures, and a range of regulations to reduce emissions from trucks and from ships docked in California ports. The Scoping Plan was approved by the ARB on December 11, 2008. According to The 2017 Climate Change Scoping Plan Update, California has made progress toward achieving the 2020 statewide target while also reducing criteria pollutants and toxic air contaminants, and supporting economic growth.¹

In April 2015, Governor Brown signed Executive Order B-30-15 which establishes a new interim target to reduce statewide GHG emissions to 40 percent below 1990 levels by 2030. This interim target is established to ensure that the state meets its target of reducing GHG emissions to 80 percent below 1990 levels by 2050. Five key goals for reducing GHG emissions through 2030 include: increasing renewable electricity to 50 percent; 2) doubling the energy efficiency savings achieved in existing buildings and making heating fuels cleaner; 3) reducing petroleum use in cars and trucks by up to 50 percent; 4) reducing emissions of short-lived climate pollutants; and 5) managing farms, rangelands, forests and wetlands to increasingly store carbon. Executive Order B-30-15 also called on the ARB to update the AB 32 Climate Change Scoping Plan to incorporate the 2030 target. The new interim standard was adopted under Senate Bill (SB) 32 and the ARB requirements were adopted under AB 197 in the Summer of 2016.

Regulatory Setting

California Emissions Reductions Policies and Targets

In June 2005, Governor Schwarzenegger issued Executive Order S-3-05, establishing GHG emissions reduction targets for the State of California. In 2006, the State adopted the California Global Warming Solutions Act of 2006 (Assembly Bill [AB] 32). AB 32 declared that global warming poses a serious threat

¹ California Air Resources Board, 2017.

to the economic well-being, public health, natural resources, and the environment of California, and established a State goal of reducing GHG emissions to 1990 levels by the year 2020.

Executive Order B-30-15 was enacted by Governor Brown on April 29, 2015. This Executive Order establishes an interim GHG emission reduction goal for the State to reduce GHG emissions to 40 percent below 1990 levels by 2030. This Executive Order also directs all State agencies with jurisdiction over GHG-emitting sources to implement measures designed to achieve the new interim 2030 goal, as well as the pre-existing, long-term 2050 goal identified in Executive Order S-3-05 to reduce GHG emissions to 80 percent below 1990 levels by the year 2050.

SB 32 authorizes the ARB to adopt an interim GHG emissions level target to be achieved by 2030 and to adopt rules and regulations in an open public process to achieve the maximum, technologically feasible, and cost-effective GHG reductions. The California Legislature also passed companion legislation AB 197, which provided additional direction for developing an updated Scoping Plan. The ARB released the second update to the Scoping Plan to reflect the 2030 target set by Executive Order B-30-15 and codified by SB 32 in November 2017.

Additionally, signed into law in September 2018, SB 100 increased California's renewable electricity portfolio from 50 to 60 percent by 2030. SB 100 also established a further goal to have an electric grid that is entirely powered by clean energy by 2045.

Executive Order N-79-20, signed by Governor Gavin Newsom on September 23, 2020, directs the State to require that, by 2035, all new cars and passenger trucks sold in California be zero-emission vehicles to reduce transportation GHG emissions, the primary source of emissions in the state. Following the Executive Order, the ARB will develop regulations to mandate that 100 percent of in-state sales of new passenger cars and trucks are zero emission by 2035 and that all operations of medium- and heavy-duty vehicles shall be 100 percent zero emission by 2045 where feasible.

AB 1279, the California Climate Crisis Act, enacted in September 2022, updated the goals of AB 32. The bill established a statewide goal to achieve net-zero GHG emissions by 2045 and to achieve and maintain net-negative GHG emissions thereafter. Additionally, the bill established a specific target for statewide anthropogenic GHG emissions to be reduced to at least 85 percent below the 1990 levels by 2045. The bill requires the ARB to work with relevant state agencies to ensure that updates to the Scoping Plan identify and recommend measures to achieve these policy goals and to identify and implement a variety of policies and strategies that enable CO₂ removal solutions and carbon capture, utilization, and storage technologies in California, as specified. The bill also requires the ARB to submit an annual progress report.

The Advanced Clean Trucks regulation is a manufacturers zero-emission vehicle sales requirement and a one-time reporting requirement for large entities and fleets. The regulation requires large carriers to begin transitioning drayage trucks to zero-emission vehicles in 2024, with full implementation by 2035. The Advanced Clean Trucks regulation will also end diesel truck sales by 2036 to encourage adoption of zero-emission medium and heavy-duty vehicles. The goal of this proposed strategy is to achieve nitrogen oxides and GHG emissions reductions through clean technology and facilitate adoption of zero-emission heavy-duty technology.

Regional Regulations

Connect SoCal

The Southern California Association of Governments (SCAG) is a regional agency established pursuant to California Government Code Section 6500, also referred to as the Joint Powers Authority law. SCAG is designated as a Council of Governments, a Regional Transportation Planning Agency, and a Metropolitan Planning Organization. The City of Perris is within the area subject to SCAG's regional authority.

In compliance with SB 375, SCAG's Regional Council adopted Connect SoCal – the 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy of the Southern California Association of Governments. Connect SoCal builds on the continued efforts of previous Regional Transportation Plan/Sustainable Communities Strategy plans to integrate transportation and land uses strategies to increase mobility options and achieve more sustainable growth patterns for development in the SCAG region through horizon year 2045, while meeting greenhouse gas (GHG) emissions reduction targets set by the California Air Resources Board (CARB). Connect SoCal contains socioeconomic projections that are used as the basis for SCAG's transportation planning and various county services.

The Connect SoCal “Core Vision” prioritizes the maintenance and management of the region's transportation network; expanding mobility choices by co-locating housing, jobs, and transit; and increasing investment in transit and complete streets. Strategies to achieve the “Core Vision” include but are not limited to: Smart Cities and Job Centers, Housing Supportive Infrastructure, Go Zones, and Shared Mobility. Connect SoCal is intended to create benefits for the SCAG region by achieving regional goals for sustainability, transportation equity, improved public health and safety, and enhancement of the regions' overall quality of life. These benefits include, but are not limited to, a five-percent reduction in VMT per capita, a nine-percent reduction in vehicle hours traveled, and a two-percent increase in work-related transit trips.

Local Regulations

City of Perris Climate Action Plan

The City of Perris Climate Action Plan (CAP) was completed in February 2016. The Perris CAP was developed to address global climate change through the reduction of harmful greenhouse gas emissions at the community level and as part of California's mandated statewide AB 32 GHG reduction goals. Through the Perris CAP, the City has developed multiple sustainable strategies to directly benefit the community by decreasing carbon emissions while adapting to a changing climate. The programs and actions provided in the Perris CAP were developed to help the city grow healthily, resourcefully, and sustainably.

Statewide GHG Emissions

The ARB is responsible for developing the state GHG emissions inventory. This inventory estimates the amount of GHGs emitted to and removed from the atmosphere by human activities in the state and supports the AB 32 Climate Change Program. The ARB's current GHG emission inventory covers the years 2000-2023 and is based on fuel use, equipment activity, industrial processes, and other relevant data (e.g., housing, landfill activity, and agricultural lands).

According to the ARB emission inventory estimates, the state emitted approximately 360.4 million metric tons of carbon dioxide equivalents emissions in 2023. The largest emissions category in the transportation sector is transportation, which consists of passenger vehicles (cars, motorcycles, and light-duty trucks) and heavy-duty vehicles, and accounts for approximately 38 percent of statewide emissions, followed by the industrial sector (22 percent) and electricity sector (12 percent in state generation and 4 percent imports). The remaining sources of GHG emissions were in the residential sector (10 percent), the agriculture sector (8 percent), and the commercial sector (7 percent).

Citywide GHG Emissions

The Perris CAP included a baseline inventory of community-wide GHG emissions. Total aggregated community emissions for Perris were approximately 378,099 metric tons of carbon dioxide equivalents (MTCO₂e) in 2010. Transportation accounted for the largest share of emissions (60 percent), followed by residential energy use (20 percent) and commercial and industrial energy use (15 percent). Waste generation and wastewater and sewer systems accounted for the remaining 5 percent.

THRESHOLDS OF SIGNIFICANCE

In accordance with Appendix G to the CEQA Guidelines, a project could have a potentially significant impact on GHG emissions if it would:

1. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.
2. Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

There are several unique challenges to analyzing greenhouse gas emissions and climate change under CEQA, largely because of climate change's "global" nature. Typical CEQA analyses address project actions that have local – or, at most, regional – impacts, whereas climate change presents the considerable challenge of analyzing the relationship between local activities and the resulting potential, if any, for global environmental impacts. Most environmental analyses examine the "project-specific" impacts that a particular project is likely to generate. Regarding global warming, however, it is generally accepted that while the magnitude of global warming effects may be substantial, the GHG emissions from a single general development project would have no noticeable effect on global climate.

Global climate change is also fundamentally different from other types of air quality impact analyses under CEQA in which the impacts are all measured within, and are linked to, a discrete region or area. Instead, a climate change analysis must be considered on a global level, rather than the typical local or regional setting, and requires consideration of not only emissions from the project under consideration, but also the extent of the displacement, translocation, and redistribution of emissions. In the usual context, where air quality is linked to a particular location or area, it is appropriate to consider the creation of new emissions in that specific area to be an environmental impact whether or not the emissions are truly "new" emissions to the overall globe. When the impact is a global one, however, it makes more sense to consider whether the emissions really are new emissions or are merely being moved from one place to another. For example, the approval of a new developmental plan or project does not necessarily create new automobile drivers - the primary source of a land use project's emissions. Rather, due to the "relocation" factor, new land use

projects sometimes merely redistribute existing mobile emissions;² accordingly, the use of models that measure overall emissions increases without accounting for existing emissions will substantially overstate the impact of the development project on global warming. This makes an accurate analysis of GHG emissions substantially different from other air quality impacts, where the “addition” of redistributed emissions to a new locale can make a substantial difference to overall air quality.

For greenhouse gas emissions and global climate change, there is not, at this time, one established, universally agreed-upon “threshold of significance” by which to measure an impact. While the ARB published some draft thresholds several years ago, they were never adopted and the ARB recommended that local air districts and lead agencies adopt their own thresholds for GHG impacts.

As discussed in the Air Quality section of this EIR, the City of Perris relies upon the expert guidance of the South Coast AQMD regarding the methodology and thresholds of significance for the evaluation of air quality impacts within the South Coast Air Basin. GHG emissions are air pollutants that are subject to local control by the South Coast AQMD. As such, the City looks to the South Coast AQMD for guidance in the evaluation of GHG impacts.

The South Coast AQMD has been evaluating GHG significance thresholds since April 2008. In December 2008, the South Coast AQMD adopted an interim 10,000 MTCO₂e per year screening level threshold for stationary source/industrial projects for which the South Coast AQMD is the lead agency. The South Coast AQMD has continued to consider adoption of significance thresholds for residential and general development projects. The most recent proposal issued in September 2010 uses the following tiered approach to evaluate potential GHG impacts from various uses:

- Tier 1** Determine if CEQA categorical exemptions are applicable. If not, move to Tier 2.
- Tier 2** Consider whether or not the proposed project is consistent with a locally adopted GHG reduction plan that has gone through public hearings and CEQA review, that has an approved inventory, includes monitoring, etc. If not, move to Tier 3.
- Tier 3** Consider whether the project generates GHG emissions in excess of screening thresholds for individual land uses. The 10,000 MTCO₂e per year threshold for industrial uses would be recommended for use by all lead agencies. Under option 1, separate screening thresholds are proposed for residential projects (3,500 MTCO₂e per year), commercial projects (1,400 MTCO₂e per year), and mixed-use projects (3,000 MTCO₂e per year). Under option 2 a single numerical screening threshold of 3,000 MTCO₂e per year would be used for all non-industrial projects. If the project generates emissions in excess of the applicable screening threshold, move to Tier 4.

² For example, a subdivision of 500 homes generates 5,000 new trips per day and those trips would be added to the local streets and intersections. In the case of climate change, the trips that are associated with those same 500 homes presumably would emit roughly the same volume of GHGs in the City of Perris as they would if they were traveling the same number of miles in Cleveland, Ohio. As a result, while raw vehicle trip counts occurring within a project area will accurately predict changes in congestion at intersections, the same certainty cannot be provided for climate change. The trips would certainly increase the number of vehicles passing through local intersections, but they will not increase the amount of GHG emissions into the world’s atmosphere if those trips simply have been relocated from another location on the planet.

- Tier 4** Consider whether the project generates GHG emissions in excess of applicable performance standards for the project service population (population plus employment). The efficiency targets were established based on the goal of AB 32 to reduce statewide GHG emissions by 2020 and 2035. The 2020 efficiency targets are 4.8 MTCO₂e per service population for project level analyses and 6.6 MTCO₂e per service population for plan level analyses. The 2035 targets that reduce emissions to 40 percent below 1990 levels are 3.0 MTCO₂e per service population for project level analyses and 4.1 MTCO₂e per service population for plan level analyses. If the project generates emissions in excess of the applicable efficiency targets, move to Tier 5.
- Tier 5** Consider the implementation of CEQA mitigation (including the purchase of GHG offsets) to reduce the project efficiency target to Tier 4 levels.

The thresholds identified above have not been adopted by the South Coast AQMD or distributed for widespread public review and comment, and the working group tasked with developing the thresholds has not met since September 2010. The future schedule and likelihood of threshold adoption is uncertain.

In the absence of other thresholds of significance promulgated by the South Coast AQMD, the City of Perris has been using the South Coast AQMD's 10,000 MTCO₂e per year threshold for industrial projects and the draft thresholds for nonindustrial projects for the purpose of evaluating the GHG impacts associated with proposed general development projects. This approach is consistent with CEQA Guidelines. Section 15064.7(b), which states that "a lead agency may consider thresholds of significance previously adopted or recommended by other public agencies or recommended by experts, provided the decision of the lead agency to adopt such thresholds is supported by substantial evidence." The South Coast AQMD is the regional authority on air emissions and has published documentation for threshold development. Although the AB 32 target of reducing statewide emissions to 1990 levels by 2020 was the primary state goal at the time of the South Coast AQMD threshold development, the South Coast AQMD also determined that the interim thresholds would contribute to achieving the Executive Order S-3-05 goal of reducing emissions to 80 percent below 1990 levels by 2050. SB 32 adopted an interim threshold of 40 percent reduction from 1990 levels by 2030 to put the state on track to achieve the S-3-05 2050 target. The S-3-05 target has been superseded by the AB 1279 goal of an 85 percent reduction in anthropogenic emissions from 1990 levels by 2045. The 2022 Scoping Plan details how the State will reduce GHG emissions to meet the 2030 target set by Executive Order B-30-15 and codified by SB 32. Other objectives listed in the 2022 Scoping Plan are to provide direct GHG emissions reductions; support climate investment in disadvantaged communities; and support the Clean Power Plan and other Federal actions. Additionally, the Scoping Plan acknowledges that new technologies and statewide policies would be required to achieve the AB 1279 target beyond 2030, such as increased emissions reduction standards and increased use of zero-emissions vehicles. As such, a goal of 85 percent reduction from 1990 levels or net-zero GHG emissions is not prescribed as a local target or threshold. The 2030 interim target remains an appropriate threshold for local agencies to achieve a fair share reduction toward statewide emissions reduction goals. As such, the City of Perris and other lead agencies throughout the South Coast Air Basin continue to apply the South Coast AQMD adopted and draft thresholds. For this project, the City is utilizing the 3,000 MTCO₂e per year threshold of significance for non-industrial projects.

PROJECT IMPACTS

Generation of GHG Emissions

Threshold: Would the proposed project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Impact: The proposed project would result in a net increase in greenhouse gas emissions but would not exceed the thresholds of significance recommended by the South Coast AQMD.

Impact Analysis

Tier 1

The proposed project is subject to CEQA, but no categorical exemptions are applicable to the project. Therefore, the analysis moves to Tier 2.

Tier 2

Neither the South Coast AQMD nor the City of Perris have adopted a GHG reduction plan that has gone through public hearings and CEQA review, that has an approved inventory, includes monitoring, etc. Therefore, the analysis moves to Tier 3.

Tier 3

GHG emissions associated with the proposed project would be due to an increase in distance that trucks would have to travel to access designated truck routes with the City of Perris. These emissions would be generated by truck engine running exhaust. Non-truck passenger vehicles would not be affected.

The Truck Routes Plan Update Transportation Analysis prepared for the proposed project determined that total 20-mile regional truck VMT would increase by approximately 850.6 miles per day under 2025 with project conditions compared to existing 2025 without project conditions. The average annual GHG emissions associated with this increase have been calculated utilizing the California Emissions Estimator Model (CalEEMod) version 2022.1.1.45. CalEEMod was developed for the California Air Pollution Control Officers Association to provide a uniform platform for government agencies, land use planners, and environmental professionals to estimate ozone precursors, criteria pollutants, and greenhouse gases (GHG) (collectively referred to as “emissions”) from land use development and linear projects in California. The South Coast AQMD is a member of the CalEEMod technical advisory committee and recommends its use for the evaluation of project air quality impacts under CEQA.

The analysis inputs to CalEEMod included a general light industry land use but with no land area or building size, an assumed year of 2025, the 20-mile regional truck VMT of 850.6, and a vehicle breakdown of 46.36% 2 axle (light heavy-duty) trucks, 20.012% 3-axle (medium heavy-duty) trucks, and 33.63% 4+ axle (heavy heavy-duty) trucks based on the existing truck counts for the truck route roadway segments that would be eliminated by the project.

The proposed project would generate approximately 329.11 MTCO₂e emissions for 2025 (see Appendix E). This would not exceed the 3,000 MTCO₂e threshold of significance for non-industrial projects. Therefore,

the City of Perris, as lead agency, concludes that the GHG emissions generated in association with the proposed project would not have a significant impact on the environment.

Consistency With GHG Plans

Threshold: Would the proposed project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Impact: The proposed project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

Impact Analysis

As discussed previously, the 2006 Climate Action Team Report and the ARB's Scoping Plan were developed to direct the state to reduce GHG emissions to 1990 levels and further updated in 2017 to reflect the 2030 reduction target set by Executive Order B-30-15. The strategies from the 2006 Climate Action Team Report and measures from the ARB's Scoping Plan are applicable to state, regional, and local agencies in the development of plans to reduce GHG emissions but are not applicable to each and every new general development project. The general intent of these plans, however, is to reduce statewide GHG emissions to 40 percent below 1990 levels by 2030. Strategies and measures have also been implemented on the state level by example of the new Title 24 CalGreen Code and on the local level through the Perris CAP.

One of the economic policies and strategies identified in Connect SoCal addresses goods movement. As stated in Connect SoCal, "Transporting goods involves a highly complex system of raw, semi-finished and finished materials and products used by businesses and residents that often relies upon multiple modes of transportation (e.g., ships, trucks, trains, planes, etc.). The efficient movement of these goods is a critical component of a strong economy. They support industries and activities that provide jobs, tax revenue and resources that bolster innovation and creativity, and access to local and world markets through trade. This movement depends directly upon the physical infrastructure that comprises the transportation network, such as interstates and highways, rail lines and yards, ports and local roadway access that connects to industrial warehouses, distribution facilities and other facilities." The proposed truck route plan would continue to provide truck route access for the areas within the City of Perris that are planned for light and general industrial uses. These proposed truck routes would continue to provide access to the regional truck routes.

State and Regional Measure SR-11 from the Perris CAP addresses goods movement; specifically, the efficient movement of goods through inland Southern California. As stated in the Perris CAP discussion of Measure SR-11, more standards are being implemented at the state level to increase vehicle efficiencies and SCAG and the South Coast AQMD are supporting greater penetration of low-emission trucks in the region. While goods will continue to be moved to support local and regional economies, electrification and other low-emission technologies installed in vehicles can reduce the GHG emissions of goods movement.

The project is proposed to comply with the requirements of AB 98 and new Government Code Section 65302.02. AB 98 requires cities and counties to update the circulation element components of their general plans to establish designated truck routes that avoid residential areas and sensitive receptors. While the project would result in an increase in truck VMT, there are no plans, policies, or regulations that pertain to the designation of truck routes and the reduction of GHG emissions. Connect SoCal and the Perris CAP do

not require trucks to travel along the most direct routes to be consistent with their adopted GHG reduction strategies. Therefore, the proposed project would not conflict with an applicable plan, policy or regulation for the purpose of reducing the emissions of GHGs. The impact of the proposed project would be less than significant.

CUMULATIVE IMPACTS

As discussed above, emitting GHGs into the atmosphere is not itself an adverse environmental effect. Rather, it is the increased accumulation of GHGs in the atmosphere that may result in global climate change; the consequences of which may result in adverse environmental effects. The state has mandated a goal of reducing state-wide emissions to 1990 levels by 2020, even though state-wide population and commerce is expected to grow substantially.

In the future, the total 20-mile regional truck VMT would increase by approximately 1,834.3 miles per day under 2045 with project conditions compared to 2045 without project conditions. The increase in VMT is associated with the potential increased trips lengths for future projects within and around the City of Perris.

The average annual increase in GHG emissions in 2045 have been calculated with CalEEMod using the same modeling inputs as described before but with an assumed year of 2045, the 20-mile regional truck VMT of 1,834.3, and a vehicle breakdown of 35.26% 2 axle (light heavy-duty) trucks, 15.69% 3-axle (medium heavy-duty) trucks, and 49.05% 4+ axle (heavy heavy-duty) trucks based on the base future model year 2045 truck count estimates for the truck route roadway segments that would be eliminated by the project. This increase in VMT would generate approximately 498.08 MTCO₂e emissions in 2045 (see Appendix E). This would not exceed the 3,000 MTCO₂e threshold of significance for non-industrial projects. Therefore, GHG emissions impacts would not be cumulatively considerable.

UNAVOIDABLE SIGNIFICANT IMPACTS

The proposed project would not create any unavoidable significant impacts associated with GHG emissions.

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NOISE

SUMMARY

Construction activities associated with the proposed project would not generate a substantial temporary increase in noise levels. Implementation of the proposed project would not generate substantial permanent increases in noise levels.

Construction activities associated with the proposed project would not generate excessive ground-borne vibration.

ENVIRONMENTAL SETTING

Fundamentals of Sound and Environmental Noise

Sound is technically described in terms of amplitude (loudness) and frequency (pitch). The standard unit of sound amplitude measurement is the decibel (dB). The decibel scale is a logarithmic scale that describes the physical intensity of the pressure vibrations that make up any sound. The pitch of the sound is related to the frequency of the pressure vibration. Since the human ear is not equally sensitive to a given sound level at all frequencies, a special frequency-dependent rating scale has been devised to relate noise to human sensitivity. The A-weighted decibel scale (dBA) provides this compensation by discriminating against frequencies in a manner approximating the sensitivity of the human ear.

Noise is typically defined as unwanted sound. A typical noise environment consists of a base of steady ambient noise that is the sum of many distant and indistinguishable noise sources. Superimposed on this background noise is the sound from individual local sources, such as an occasional aircraft or train passing by to virtually continuous noise sources like traffic on a major highway.

Several rating scales have been developed to analyze the adverse effect of community noise on people. Since environmental noise fluctuates over time, these scales consider that the effect of noise upon people is largely dependent upon the total acoustical energy content of the noise, as well as the time of day when the noise occurs. Those that are applicable to this analysis are as follows:

- **L_{eq}** – The equivalent energy noise level is the average acoustic energy content of noise for a stated period of time. Thus, the L_{eq} of a time-varying noise and that of a steady noise are the same if they deliver the same acoustic energy to the ear during exposure. For evaluating community impacts, this rating scale does not vary, regardless of whether the noise occurs during the day or the night.
- **CNEL** – The Community Noise Equivalent Level is a 24-hour average L_{eq} with a 10 dBA “penalty” added to noise during the hours of 10:00 P.M. to 7:00 A.M., and an additional 5 dBA penalty during the hours of 7:00 P.M. to 10:00 P.M. to account for noise sensitivity in the evening and nighttime. The logarithmic effect of these additions is that a 60 dBA 24-hour L_{eq} would result in a measurement of 66.7 dBA CNEL.

Noise environments and consequences of human activities are usually well represented by median noise levels during the day, night, or over a 24-hour period. Environmental noise levels are generally considered low when the CNEL is below 60 dBA, moderate in the 60–70 dBA range, and high above 70 dBA. Noise levels greater than 85 dBA can cause temporary or permanent hearing loss. Examples of low daytime levels are isolated, natural settings with noise levels as low as 20 dBA and quiet suburban residential streets with noise levels around 40 dBA. Noise levels above 45 dBA at night can disrupt sleep. Examples of moderate level noise environments are urban residential or semi-commercial areas (typically 55–60 dBA) and commercial locations (typically 60 dBA). People may consider louder environments adverse, but most will accept the higher levels associated with noisier urban residential or residential-commercial areas (60–75 dBA) or dense urban or industrial areas (65–80 dBA).

When evaluating changes in 24-hour community noise levels, a difference of 3 dBA is a barely perceptible increase to most people. A 5 dBA increase is readily noticeable, while a difference of 10 dBA would be perceived as a doubling of loudness.

Noise levels from a particular source decline as distance to the receptor increases. Other factors, such as the weather and reflecting or shielding, also help intensify or reduce the noise level at any given location. A commonly used rule of thumb for roadway noise is that for every doubling of distance from the source, the noise level is reduced by about 3 dBA at acoustically “hard” locations (i.e., the area between the noise source and the receptor is nearly complete asphalt, concrete, hard-packed soil, or other solid materials) and 4.5 dBA at acoustically “soft” locations (i.e., the area between the source and receptor is earth or has vegetation, including grass). Noise from stationary or point sources is reduced by about 6 to 7.5 dBA for every doubling of distance at acoustically hard and soft locations, respectively. Noise levels may also be reduced by intervening structures; generally, a single row of buildings between the receptor and the noise source reduces the noise level by about 5 dBA, while a solid wall or berm reduces noise levels by 5 to 10 dBA. The manner in which older homes in California were constructed generally provides a reduction of exterior-to-interior noise levels of about 20 to 25 dBA with closed windows. The exterior-to-interior reduction of newer homes, hotels, and commercial buildings is generally more than 30 dBA.

Fundamentals of Ground-borne Vibration

Vibration is sound radiated through the ground. Vibration can result from a source (e.g., train operations, motor vehicles, machinery equipment, etc.) causing the adjacent ground to move, thereby, creating vibration waves that propagate through the soil to the foundations of nearby buildings. This effect is referred to as ground-borne vibration.

Most perceptible indoor vibration is caused by sources within buildings such as operation of mechanical equipment, movement of people, or the slamming of doors. Typical outdoor sources of perceptible ground-borne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If a roadway is smooth, the ground-borne vibration from traffic is rarely perceptible.

Existing Noise Sources in Perris

A variety of noise sources occur within the City of Perris. The primary source of noise is motor vehicle traffic along the streets and highways within Perris. Another primary source of noise within the City—particularly in the north—is aircraft flight into March Air Reserve Base/Inland Port Airport (March ARB/IPA).

Traffic noise is generated by the friction of tires on pavement, together with the sounds of engines and exhausts. Generally, higher traffic volumes and speeds equal higher noise levels along the roadway. Accordingly, the highest traffic noise levels are typically found along the I-215 corridor. The mix of vehicles also directly affects noise levels. For example, noise levels along a truck route would typically be higher than noise levels along a comparable street that did not allow trucks.

Located immediately north of the city, March ARB/IPA is a joint military/civilian use air transport facility, that includes air cargo freight traffic. This facility is expected to play an increasingly important role in transportation of goods and cargo for the southern California region. Existing flight patterns affect a large portion of Perris, along a path that bisects the city in a northwest/southeast alignment. Noise contours above 65 dBA CNEL fall within several existing residential neighborhoods located east of Perris Boulevard, between Rider Street and Nuevo Road. Noise contours and accident potential zones associated with air traffic projected onto the Perris planning area are shown on the following page.

The privately-operated Perris Valley Airport is a source of aircraft noise in the southern part of the city, operating primarily a center for skydiving enthusiasts. Aircraft typically consist of Twin Otter Turbo Prop, 20-passenger planes equipped with jet engines and propellers. On a peak weekend skydiving day, with optimal weather conditions and a day-long stream of skydiving customers, approximately 60 separate flights may occur. There are occasional night flights.

Railway operations are another source of mobile source noise levels in specific area of Perris. Railway operations include freight trains and, at present, ten Metrolink passenger trains per day.

A number of stationary sources also generate noise on a regular basis. Much of this noise occurs at industrial sites that are generally located away from sensitive land uses. Noise sources typically involve truck backup beepers and outdoor speakers. Other notable stationary sources include auto racing events at the Perris Auto Speedway located adjacent to the City at the Lake Perris State Recreational Area, and motorcycle racing events at the Starwest Motocross Park, just south of the Speedway.

Roadway Traffic Noise Analysis Methodology

Existing and future roadway noise levels were calculated for the 59 roadway segments analyzed in the Truck Routes Plan Update Transportation Analysis, City of Perris (Truck Routes Plan Update Transportation Analysis) prepared by RK Engineering Group Inc., July 10, 2026 and provided as Appendix D to this EIR. Calculation of the existing roadway noise levels was accomplished using the Federal Highway Administration Highway Noise Prediction Model (FHWA-RD-77-108) and traffic volumes from the Truck Routes Plan Update Transportation Analysis. The model calculates the average traffic noise levels based on traffic volumes, average speeds, roadway geometry, distance from the centerline of the roadway to the receptor, and site environmental conditions. The average vehicle noise rates (energy rates) utilized in the FHWA Model have been modified to reflect average vehicle noise rates identified for California by the California Department of Transportation (Caltrans). The Caltrans data show that California automobile noise is 0.8 to 1.0 dBA higher than national levels and that medium and heavy truck noise is 0.3 to 3.0 dBA lower than national levels. The daytime, evening, and nighttime distribution for all vehicles, medium trucks, and heavy trucks used to calculate the roadway noise levels are based on the traffic counts in the Truck Routes Plan Update Transportation Analysis for each roadway segment.

Existing Roadway Noise Levels

The noise levels presented in Table 5.5-1 represent the approximate noise levels experienced at representative land uses fronting each of the roadway segments.

Existing Ground-borne Vibration Levels

Aside from seismic events, the greatest regular sources of ground-borne vibration in the City of Perris are currently roadway truck traffic, railway traffic, and construction activities. Heavy trucks typically generate ground-borne vibration velocity levels of around 63 vibration decibels (VdB) and these levels could reach 72 VdB where trucks pass over bumps in the road.¹

Regulatory Setting

Perris Municipal Code

The City of Perris has adopted a Noise Ordinance (Chapter 7.34 of the Perris Municipal Code), which identifies noise standards for various sources, specific noise restrictions, exemptions, and variances for sources of noise within the city. The noise regulation applies to all noise sources with the exception of any vehicle that is operated upon any public highway, street, or right-of-way, to the extent that it is regulated in the State Vehicle Code, and all other sources of noise that are specifically exempted.

Perris Municipal Code Section 7.34.060 specifies the maximum level of construction noise that can be generated in any residential zone of the city. Specifically, it is unlawful for any person between the hours of seven p.m. of any day and seven a.m. of the following day, or on a legal holiday, with the exception of Columbus Day and Washington's birthday, or on Sundays to erect, construct, demolish, excavate, alter or repair any building or structure in such a manner as to create disturbing, excessive or offensive noise. Construction activity shall not exceed 80 dBA L_{max} (maximum noise level) in residential zones in the city.

THRESHOLDS OF SIGNIFICANCE

In accordance with Appendix G to the CEQA Guidelines, a project could have a potentially significant impact on noise and vibration if it would:

1. Generate a substantial temporary or permanent increase in 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.
2. Generate excessive ground-borne vibration or ground-borne noise levels.
3. 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.

¹ Federal Transit Administration, 2006.

TABLE 5.5-1 – EXISTING ROADWAY NOISE LEVELS

	Roadway Segment	Jurisdiction	Land Uses	dBA CNEL
1	Harley Knox Boulevard I-215 to Patterson Avenue	City of Perris	Industrial, Commercial	73.4
2	Harley Knox Boulevard Patterson Avenue to Webster Avenue	City of Perris	Industrial	79.5
3	Harley Knox Boulevard Webster Avenue to Indian Avenue	City of Perris	Industrial	75.8
4	Harley Knox Boulevard Indian Avenue to Perris Boulevard	City of Perris	Industrial, Commercial	76.7
5	Harley Knox Boulevard Perris Boulevard to Redlands Avenue	City of Perris	Industrial, Commercial	73.3
6	Morgan Street Nevada Road to Webster Avenue	City of Perris	School, BPO	59.2
7	Morgan Street Webster Avenue to Perris Boulevard	City of Perris	Industrial	62.0
8	Morgan Street Perris Boulevard to Redlands Avenue	City of Perris	Industrial	65.1
9	Rider Street Frontage Road to Perris Boulevard	City of Perris	Industrial, BPO	69.1
10	Placentia Avenue Frontage Road to Perris Boulevard	City of Perris	BPO, Business Park, Industrial, Planned Residential	68.6
11	4th Street 7th Street to A Street	City of Perris	Commercial, Office	76.8
12	4th Street A Street to Perris Boulevard	City of Perris	Commercial, Office	74.2
13	4th Street Perris Boulevard to Redlands Avenue	City of Perris	Commercial, Office	73.2
14	San Jacinto Avenue Redlands Avenue to East City Limit	City of Perris	Commercial, Existing & Planned Residential	65.8
15	Ellis Avenue A Street to End of Road	City of Perris	High School, Residential	53.1
16	Ellis Avenue End of Road to Perris Boulevard	City of Perris	Residential, Industrial	51.0
17	Ellis Avenue Perris Boulevard to Goetz Road	City of Perris	Residential, General Industrial	57.3
18	Ellis Avenue Goetz Road to End of Road	City of Perris	Airport, Planned Commercial	65.4
19	Ellis Avenue Realignment Overpass to Sherman Road	City of Perris	Planned Residential, Golf, & Commercial	40.0
20	Case Road G Street to Ellis Avenue	City of Perris	Planned Commercial & Industrial	67.2
21	Case Road Ellis Avenue to Mapes Road	City of Perris	Airport, Metrolink, Industrial, Planned Commercial	64.6
22	Case Road Bonnie Drive to Watson Road	City of Perris	Industrial	58.3
23	Ethanac Road Murrieta Road to I-215	City of Perris	Residential & Commercial	70.3
24	Ethanac Road I-215 to Sherman Road	City of Perris	Planned Commercial	74.2
25	Western Way Northern City Limits to Harley Knox Blvd	City of Perris	Industrial	68.1
26	Indian Avenue Northern City Limits to Markham Street	City of Perris	Industrial	74.8
27	Indian Avenue Markham Street to Ramona Expwy	City of Perris	Industrial	71.5
28	Indian Avenue Ramona Expwy to Rider Street	City of Perris	Industrial	71.4
29	Indian Avenue Rider Street to Placentia Avenue	City of Perris	Industrial, BPO	72.1
30	Goetz Road Ellis Avenue to Mapes Road	City of Perris	Airport, Industrial	73.3
31	Redlands Avenue Harley Knox Boulevard Ramona Expwy	City of Perris	Industrial, Commercial	72.8
32	Redlands Avenue Ramona Expwy to Rider Street	City of Perris	Industrial, BPO, Commercial	68.1
33	Redlands Avenue San Jacinto Avenue to I-215	City of Perris	Commercial	68.1

TABLE 5.5-1 – EXISTING ROADWAY NOISE LEVELS

	Roadway Segment	Jurisdiction	Land Uses	dBA CNEL
34	Redlands Avenue I-215 to 4th Street	City of Perris	Commercial	70.9
35	Nuevo Road Dunlap Drive to Menifee Road	County of Riverside	Residential	72.1
36	San Jacinto Avenue Dunlap Drive to Menifee Road	County of Riverside	Residential	67.3
37	Ellis Avenue Sherman Road to Antelope Road	County of Riverside	Residential	62.8
38	Ellis Avenue Antelope Road to Menifee Road	County of Riverside	Rail	59.5
39	Mapes Road Case Road to Bonnie Drive	City of Perris	Recreation	59.1
40	Mapes Road Trumble Road to Sherman Road	City of Menifee	Residential	64.6
41	Mapes Road Sherman Road to Antelope Road	City of Menifee	Residential	67.6
42	Mapes Road Antelope Road to Menifee Road	City of Menifee	Planned Industrial & Commercial	66.3
43	Bonnie Drive Mapes Road to I-215 SB Ramps/SR-74	City of Perris	Planned Industrial	67.2
44	SR-74 Bonnie Drive to I-215 NB Ramps	City of Perris/ City of Menifee	Planned EDC	75.6
45	SR-74 I-215 NB Ramps to Trumble Road	City of Menifee	Commercial, planned EDC	78.1
46	SR-74 Trumble Road to Antelope Road	City of Menifee	Residential, Commercial, Business Park	78.2
47	SR-74 Antelope Road to Menifee Road	City of Menifee	Residential	73.4
48	Dunlap Drive Nuevo Road to San Jacinto Avenue	County of Riverside	Business Park, EDC	68.8
49	Trumble Road Mapes Road to SR-74	City of Menifee	Residential	69.6
50	Sherman Road Ellis Avenue to Mapes Road	City of Perris	Residential	55.4
51	Sherman Road Mapes Road to SR-74	City of Menifee	Residential	61.8
52	Pico Avenue Nuevo Road to San Jacinto Avenue	County of Riverside	Residential	66.2
53	Pico Avenue San Jacinto Avenue to Ellis Avenue	County of Riverside	Residential	59.6
54	Antelope Road Ellis Avenue to Mapes Road	County of Riverside	Residential	65.4
55	Antelope Road Mapes Road to SR-74	City of Menifee	Residential	62.4
56	Menifee Road Nuevo Road to San Jacinto Avenue	County of Riverside	Residential	69.9
57	Menifee Road San Jacinto Avenue to Ellis Avenue	County of Riverside	Residential	69.3
58	Menifee Road Ellis Avenue to Mapes Road	County of Riverside	Residential	69.9
59	Menifee Road Mapes Road to SR-74	City of Menifee	Residential	69.5

Noise level calculation sheets are provided in Appendix G.

The Initial Study prepared for the proposed project determined that the proposed project would not expose people residing or working in the project area to excessive noise levels from aircraft noise levels (significance threshold 3). Therefore, no further evaluation of this impact is provided in this EIR.

Increases in Noise Levels

Construction-Related Noise Levels

Construction-related noise impacts would be considered significant if construction activities were to occur between the hours of seven p.m. of any day and seven a.m. of the following day, or on a legal holiday, with the exception of Columbus Day and Washington's birthday, or on Sundays to erect, construct, demolish, excavate, alter or repair any building or structure in such a manner as to create disturbing, excessive or offensive noise, or if noise levels generated during allowed construction times would exceed 80 dBA L_{max} at residential properties.

Operational Noise Levels

The CEQA Guidelines do not define the levels at which permanent increases in ambient noise are considered "substantial." As discussed previously in this section, a noise level increase of 3 dBA is barely perceptible to most people, a 5 dBA increase is readily noticeable, and a difference of 10 dBA would be perceived as a doubling of loudness. Based on this information, this EIR assumes that a 3 dBA increase in roadway noise levels along any of the affected roadways would result in a substantial and significant impact.

Ground-borne Vibration or Ground-borne Noise Levels

The CEQA Guidelines do not define the levels at which ground-borne vibration or ground-borne noise is considered "excessive." In addition, the City of Perris has not adopted any thresholds for ground-borne vibration impacts. However, the California Department of Transportation (Caltrans) has adopted vibration standards to evaluate potential impacts related to construction activities. Based on the Caltrans criteria, a significant structural ground-borne vibration impact could occur if the nearby residential buildings are exposed to vibration levels of 0.3 inches per second PPV. A 0.5 inches per second PPV standard can be used to determine if the nearby commercial buildings could suffer potential damage. The potential for nearby residents to be annoyed by ground-borne vibration would be significant if vibration levels reach 0.10 inches per second PPV.

PROJECT IMPACTS

Increases in Noise Levels

Threshold: Would the proposed project generate a substantial temporary or permanent increase in 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?

Impact: Construction activities associated with the proposed project would not generate a substantial temporary increase in noise levels. Implementation of the proposed project would not generate substantial permanent increases in noise levels.

Impact Analysis

Construction-Related Impacts

The proposed project would not involve any new construction or development. Signs would be installed as required by Government Code Section 65302.02 to identify the designated truck routes. No heavy-duty construction equipment would be used. The signs would be installed during daytime hours. No new unplanned roadways would have to be constructed to redistribute the truck traffic and no existing roadways would have to be modified. Therefore, any potential construction-related noise impact would be less than significant.

Operational Noise Impacts

Changes in roadway associated with the proposed project would be due to diversions that trucks would have to travel to access designated truck routes with the City of Perris. The changes in roadway segment noise levels based on existing year 2025 traffic volumes are identified in Table 5.4-2. As shown, the changes in roadway traffic volumes associated with the proposed project would increase local noise levels by a maximum of 0.6 dBA. This increase would be imperceptible to most people and would not exceed 3 dBA. This would be a less than significant impact. Several roadway segments would experience a decrease in traffic noise levels.

Roadway noise levels were also for the base future year 2045 conditions without and with the proposed project. The changes in roadway segment noise levels based on base future year 2045 traffic volumes are identified in Table 5.4-3. As shown, the changes in roadway traffic volumes associated with the proposed project would increase local noise levels by a maximum of 1.1 dBA. This increase would be imperceptible to most people and would not exceed 3 dBA. This would be a less than significant impact. Several roadway segments would experience a decrease in traffic noise levels.

Ground-borne Vibration or Ground-borne Noise Levels

Threshold: Would the proposed project generate excessive ground-borne vibration?

Impact: Construction activities associated with the proposed project would not generate excessive ground-borne vibration.

Impact Analysis

Construction-Related Vibration Levels

The proposed project would not involve any new construction or development. Signs would be installed as required by Government Code Section 65302.02 to identify the designated truck routes. No heavy-duty construction equipment would be used. The signs would be installed during daytime hours. No new unplanned roadways would have to be constructed to redistribute the truck traffic and no existing roadways would have to be modified. Therefore, any potential construction-related vibration impacts would be less than significant. The proposed project would not generate any ground-borne noise levels.

TABLE 5.5-2 – YEAR 2025 PROJECT ROADWAY NOISE IMPACTS

Roadway Segment	Noise Levels in dBA CNEL			Significant Impact?
	Existing Without Project	Existing With Project	Increase	
1 Harley Knox Boulevard I-215 to Patterson Avenue	73.4	73.4	0.0	No
2 Harley Knox Boulevard Patterson Avenue to Webster Avenue	79.5	79.5	0.0	No
3 Harley Knox Boulevard Webster Avenue to Indian Avenue	75.8	75.8	0.0	No
4 Harley Knox Boulevard Indian Avenue to Perris Boulevard	76.7	76.7	0.0	No
5 Harley Knox Boulevard Perris Boulevard to Redlands Avenue	73.3	73.3	0.0	No
6 Morgan Street Nevada Road to Webster Avenue	59.2	59.2	0.0	No
7 Morgan Street Webster Avenue to Perris Boulevard	62.0	62.0	0.0	No
8 Morgan Street Perris Boulevard to Redlands Avenue	65.1	65.1	0.0	No
9 Rider Street Frontage Road to Perris Boulevard	69.1	69.1	0.0	No
10 Placentia Avenue Frontage Road to Perris Boulevard	68.6	68.6	0.0	No
11 4th Street 7th Street to A Street	76.8	76.8	0.0	No
12 4th Street A Street to Perris Boulevard	74.2	74.2	0.0	No
13 4th Street Perris Boulevard to Redlands Avenue	73.2	73.3	0.1	No
14 San Jacinto Avenue Redlands Avenue to East City Limit	65.8	65.0	-0.8	No
15 Ellis Avenue A Street to End of Road	53.1	53.1	0.0	No
16 Ellis Avenue End of Road to Perris Boulevard	51.0	46.6	-4.4	No
17 Ellis Avenue Perris Boulevard to Goetz Road	57.3	56.2	-1.1	No
18 Ellis Avenue Goetz Road to End of Road	65.4	65.0	-0.4	No
19 Ellis Avenue Realignment Overpass to Sherman Road	40.0	40.0	0.0	No
20 Case Road G Street to Ellis Avenue	67.2	66.7	-0.5	No
21 Case Road Ellis Avenue to Mapes Road	64.6	64.4	-0.2	No
22 Case Road Bonnie Drive to Watson Road	58.3	58.4	0.1	No
23 Ethanac Road Murrieta Road to I-215	70.3	70.3	0.0	No
24 Ethanac Road I-215 to Sherman Road	74.2	74.2	0.0	No
25 Western Way Northern City Limits to Harley Knox Blvd	68.1	68.1	0.0	No
26 Indian Avenue Northern City Limits to Markham Street	74.8	74.8	0.0	No
27 Indian Avenue Markham Street to Ramona Expwy	71.5	71.5	0.0	No
28 Indian Avenue Ramona Expwy to Rider Street	71.4	71.4	0.0	No
29 Indian Avenue Rider Street to Placentia Avenue	72.1	72.1	0.0	No
30 Goetz Road Ellis Avenue to Mapes Road	73.3	73.3	0.0	No
31 Redlands Avenue Harley Knox Boulevard Ramona Expwy	72.8	72.8	0.0	No
32 Redlands Avenue Ramona Expwy to Rider Street	68.1	67.8	-0.3	No
33 Redlands Avenue San Jacinto Avenue to I-215	68.1	67.1	-1.0	No

TABLE 5.5-2 – YEAR 2025 PROJECT ROADWAY NOISE IMPACTS

Roadway Segment	Noise Levels in dBA CNEL			Significant Impact?
	Existing Without Project	Existing With Project	Increase	
34 Redlands Avenue I-215 to 4th Street	70.9	71.3	0.4	No
35 Nuevo Road Dunlap Drive Meniffee Road	72.1	72.1	0.0	No
36 San Jacinto Avenue Dunlap Drive to Meniffee Road	67.3	67.2	-0.1	No
37 Ellis Avenue Sherman Road to Antelope Road	62.8	62.8	0.0	No
38 Ellis Avenue Antelope Road to Meniffee Road	59.5	59.5	0.0	No
39 Mapes Road Case Road to Bonnie Drive	59.1	58.8	-0.3	No
40 Mapes Road Trumble Road to Sherman Road	64.6	65.0	0.4	No
41 Mapes Road Sherman Road to Antelope Road	67.6	68.0	0.4	No
42 Mapes Road Antelope Road to Meniffee Road	66.3	66.8	0.5	No
43 Bonnie Drive Mapes Road to I-215 SB Ramps/SR-74	67.2	66.9	-0.3	No
44 SR-74 Bonnie Drive to I-215 NB Ramps	75.6	75.7	0.1	No
45 SR-74 I-215 NB Ramps to Trumble Road	78.1	78.3	0.2	No
46 SR-74 Trumble Road to Antelope Road	78.2	78.2	0.0	No
47 SR-74 Antelope Road to Meniffee Road	73.4	73.5	0.1	No
48 Dunlap Drive Nuevo Road to San Jacinto Avenue	68.8	68.8	0.0	No
49 Trumble Road Mapes Road to SR-74	69.6	70.0	0.4	No
50 Sherman Road Ellis Avenue to Mapes Road	55.4	55.4	0.0	No
51 Sherman Road Mapes Road to SR-74	61.8	61.8	0.0	No
52 Pico Avenue Nuevo Road to San Jacinto Avenue	66.2	66.2	0.0	No
53 Pico Avenue San Jacinto Avenue to Ellis Avenue	59.6	60.2	0.6	No
54 Antelope Road Ellis Avenue to Mapes Road	65.4	65.5	0.0	No
55 Antelope Road Mapes Road to SR-74	62.4	62.4	0.0	No
56 Meniffee Road Nuevo Road to San Jacinto Avenue	69.9	69.7	-0.2	No
57 Meniffee Road San Jacinto Avenue to Ellis Avenue	69.3	69.5	0.2	No
58 Meniffee Road Ellis Avenue to Mapes Road	69.9	70.1	0.2	No
59 Meniffee Road Mapes Road to SR-74	69.5	69.5	0.0	No

Noise level calculation sheets are provided in Appendix G.

TABLE 5.5-3 – YEAR 2045 PROJECT ROADWAY NOISE IMPACTS

Roadway Segment	Noise Levels in dBA CNEL			Significant Impact?
	Year 2045 Without Project	Year 2045 With Project	Increase	
1 Harley Knox Boulevard I-215 to Patterson Avenue	73.6	73.6	0.0	No
2 Harley Knox Boulevard Patterson Avenue to Webster Avenue	79.8	79.8	0.0	No
3 Harley Knox Boulevard Webster Avenue to Indian Avenue	76.0	76.1	0.1	No
4 Harley Knox Boulevard Indian Avenue to Perris Boulevard	77.0	77.0	0.0	No
5 Harley Knox Boulevard Perris Boulevard to Redlands Avenue	74.0	74.0	0.0	No
6 Morgan Street Nevada Road to Webster Avenue	59.4	59.4	0.0	No
7 Morgan Street Webster Avenue to Perris Boulevard	62.0	62.0	0.0	No
8 Morgan Street Perris Boulevard to Redlands Avenue	65.3	65.3	0.0	No
9 Rider Street Frontage Road to Perris Boulevard	69.9	70.0	0.1	No
10 Placentia Avenue Frontage Road to Perris Boulevard	68.9	68.9	0.0	No
11 4th Street 7th Street to A Street	76.9	76.9	0.0	No
12 4th Street A Street to Perris Boulevard	74.4	74.5	0.1	No
13 4th Street Perris Boulevard to Redlands Avenue	73.3	73.5	0.2	No
14 San Jacinto Avenue Redlands Avenue to East City Limit	68.0	67.1	-0.9	No
15 Ellis Avenue A Street to End of Road	62.8	62.0	-0.8	No
16 Ellis Avenue End of Road to Perris Boulevard	59.7	57.4	-2.3	No
17 Ellis Avenue Perris Boulevard to Goetz Road	63.0	61.8	-1.2	No
18 Ellis Avenue Goetz Road to End of Road	66.6	66.0	-0.6	No
19 Ellis Avenue Realignment Overpass to Sherman Road	52.7	52.7	0.0	No
20 Case Road G Street to Ellis Avenue	70.0	68.6	-1.4	No
21 Case Road Ellis Avenue to Mapes Road	68.1	66.9	-1.2	No
22 Case Road Bonnie Drive to Watson Road	60.6	60.8	0.2	No
23 Ethanac Road Murrieta Road to I-215	71.1	71.2	0.1	No
24 Ethanac Road I-215 to Sherman Road	74.9	74.9	0.0	No
25 Western Way Northern City Limits to Harley Knox Blvd	68.3	68.3	0.0	No
26 Indian Avenue Northern City Limits to Markham Street	75.3	75.3	0.0	No
27 Indian Avenue Markham Street to Ramona Expwy	71.7	71.7	0.0	No
28 Indian Avenue Ramona Expwy to Rider Street	71.6	71.6	0.0	No
29 Indian Avenue Rider Street to Placentia Avenue	73.0	73.1	0.1	No
30 Goetz Road Ellis Avenue to Mapes Road	75.6	75.6	0.0	No
31 Redlands Avenue Harley Knox Boulevard Ramona Expwy	73.7	73.5	-0.2	No
32 Redlands Avenue Ramona Expwy to Rider Street	71.4	70.8	-0.6	No
33 Redlands Avenue San Jacinto Avenue to I-215	70.8	69.1	-1.7	No

TABLE 5.5-3 – YEAR 2045 PROJECT ROADWAY NOISE IMPACTS

Roadway Segment	Noise Levels in dBA CNEL			Significant Impact?
	Year 2045 Without Project	Year 2045 With Project	Increase	
34 Redlands Avenue I-215 to 4th Street	71.9	72.3	0.4	No
35 Nuevo Road Dunlap Drive Meniffee Road	73.5	73.5	0.0	No
36 San Jacinto Avenue Dunlap Drive to Meniffee Road	68.6	67.9	-0.7	No
37 Ellis Avenue Sherman Road to Antelope Road	62.9	63.0	0.1	No
38 Ellis Avenue Antelope Road to Meniffee Road	59.7	59.8	0.1	No
39 Mapes Road Case Road to Bonnie Drive	59.4	59.7	0.3	No
40 Mapes Road Trumble Road to Sherman Road	65.6	66.1	0.5	No
41 Mapes Road Sherman Road to Antelope Road	67.9	68.6	0.7	No
42 Mapes Road Antelope Road to Meniffee Road	66.6	67.4	0.8	No
43 Bonnie Drive Mapes Road to I-215 SB Ramps/SR-74	68.5	68.6	0.1	No
44 SR-74 Bonnie Drive to I-215 NB Ramps	76.4	76.9	0.5	No
45 SR-74 I-215 NB Ramps to Trumble Road	78.9	79.2	0.3	No
46 SR-74 Trumble Road to Antelope Road	79.1	79.1	0.0	No
47 SR-74 Antelope Road to Meniffee Road	74.6	74.7	0.1	No
48 Dunlap Drive Nuevo Road to San Jacinto Avenue	69.9	69.9	0.0	No
49 Trumble Road Mapes Road to SR-74	70.1	70.9	0.8	No
50 Sherman Road Ellis Avenue to Mapes Road	55.4	55.4	0.0	No
51 Sherman Road Mapes Road to SR-74	60.9	60.8	-0.1	No
52 Pico Avenue Nuevo Road to San Jacinto Avenue	66.3	66.3	0.0	No
53 Pico Avenue San Jacinto Avenue to Ellis Avenue	60.0	61.1	1.1	No
54 Antelope Road Ellis Avenue to Mapes Road	65.5	65.8	0.3	No
55 Antelope Road Mapes Road to SR-74	64.0	63.9	-0.1	No
56 Meniffee Road Nuevo Road to San Jacinto Avenue	71.8	71.6	-0.2	No
57 Meniffee Road San Jacinto Avenue to Ellis Avenue	71.0	71.2	0.2	No
58 Meniffee Road Ellis Avenue to Mapes Road	71.8	71.9	0.1	No
59 Meniffee Road Mapes Road to SR-74	71.7	71.5	-0.2	No

Noise level calculation sheets are provided in Appendix G.

CUMULATIVE IMPACTS

Cumulative noise impacts would occur primarily as a result of increased traffic on local roadways due to the diversions that trucks would have to travel to access designated truck routes with the City of Perris and related projects within Perris and surrounding areas. The increases in roadway noise levels associated with cumulative development are identified in Table 5.3-4. As shown, cumulative development would result in

substantial increases in roadway noise levels along 11 roadway segments (roadway segments 15, 16, 17, 19, 40, 41, 42, 53, 56, 57, and 58). This would be a significant cumulative noise impact.

As shown previously in Table 5.5-3, the proposed project would reduce noise levels along roadway segments 15, 16, 17, and 56. The project would not cause an increase along roadway segment 19. The project increases along roadway segments 40, 41, 42, 53, 57, and 58 would range from 0.1 to 1.1. As such, the significant cumulative noise level increases along the 11 impacted roadway segments would primarily be due to other cumulative developments that generate new vehicle trips. As such, the contribution of the proposed project to the significant cumulative roadway noise impacts would not be considerable.

UNAVOIDABLE SIGNIFICANT IMPACTS

The proposed project would not create any unavoidable significant noise and vibration impacts.

REFERENCES

RK Engineering Group, Inc. July 10, 2026. *Truck Routes Plan Update Transportation Analysis, City of Perris*.

U.S. Department of Transportation, Federal Highway Administration. 2006. *FHWA Roadway Construction Noise Manual User's Guide*. Report No. FHWA-HEP-05-054. Cambridge, Massachusetts: John Volpe National Transportation Systems Center, Acoustics Facility.

TABLE 5.5-4 – CUMULATIVE PROJECTS ROADWAY NOISE IMPACTS

Roadway Segment	Noise Levels in dBA CNEL			Significant Impact?
	Existing Without Project	Cumulative Year 2045 With Project	Increase	
1 Harley Knox Boulevard I-215 to Patterson Avenue	73.4	73.6	0.2	No
2 Harley Knox Boulevard Patterson Avenue to Webster Avenue	79.5	79.8	0.3	No
3 Harley Knox Boulevard Webster Avenue to Indian Avenue	75.8	76.1	0.3	No
4 Harley Knox Boulevard Indian Avenue to Perris Boulevard	76.7	77.0	0.3	No
5 Harley Knox Boulevard Perris Boulevard to Redlands Avenue	73.3	74.0	0.7	No
6 Morgan Street Nevada Road to Webster Avenue	59.2	59.4	0.2	No
7 Morgan Street Webster Avenue to Perris Boulevard	62.0	62.0	0.0	No
8 Morgan Street Perris Boulevard to Redlands Avenue	65.1	65.3	0.2	No
9 Rider Street Frontage Road to Perris Boulevard	69.1	70.0	0.9	No
10 Placentia Avenue Frontage Road to Perris Boulevard	68.6	68.9	0.3	No
11 4th Street 7th Street to A Street	76.8	76.9	0.1	No
12 4th Street A Street to Perris Boulevard	74.2	74.3	0.1	No
13 4th Street Perris Boulevard to Redlands Avenue	73.2	73.5	0.3	No
14 San Jacinto Avenue Redlands Avenue to East City Limit	65.8	68.1	2.3	No
15 Ellis Avenue A Street to End of Road	53.1	62.0	8.9	Yes
16 Ellis Avenue End of Road to Perris Boulevard	51.0	57.4	6.4	Yes
17 Ellis Avenue Perris Boulevard to Goetz Road	57.3	61.9	4.6	Yes
18 Ellis Avenue Goetz Road to End of Road	65.4	66.0	0.6	No
19 Ellis Avenue Realignment Overpass to Sherman Road	40.0	53.9	13.9	Yes
20 Case Road G Street to Ellis Avenue	67.2	68.6	1.4	No
21 Case Road Ellis Avenue to Mapes Road	64.6	66.9	2.3	No
22 Case Road Bonnie Drive to Watson Road	58.3	61.3	3.0	No
23 Ethanac Road Murrieta Road to I-215	70.3	71.2	0.9	No
24 Ethanac Road I-215 to Sherman Road	74.2	74.9	0.7	No
25 Western Way Northern City Limits to Harley Knox Blvd	68.1	68.3	0.2	No
26 Indian Avenue Northern City Limits to Markham Street	74.8	75.3	0.5	No
27 Indian Avenue Markham Street to Ramona Expwy	71.5	71.7	0.2	No
28 Indian Avenue Ramona Expwy to Rider Street	71.4	71.6	0.2	No
29 Indian Avenue Rider Street to Placentia Avenue	72.1	73.1	1.0	No
30 Goetz Road Ellis Avenue to Mapes Road	73.3	75.6	2.3	No
31 Redlands Avenue Harley Knox Boulevard Ramona Expwy	72.8	73.5	0.7	No
32 Redlands Avenue Ramona Expwy to Rider Street	68.1	70.7	2.6	No

TABLE 5.5-4 – CUMULATIVE PROJECTS ROADWAY NOISE IMPACTS

Roadway Segment	Noise Levels in dBA CNEL			Significant Impact?
	Existing Without Project	Cumulative Year 2045 With Project	Increase	
33 Redlands Avenue San Jacinto Avenue to I-215	68.1	69.7	1.6	No
34 Redlands Avenue I-215 to 4th Street	70.9	72.4	1.5	No
35 Nuevo Road Dunlap Drive Meniffee Road	72.1	73.8	1.7	No
36 San Jacinto Avenue Dunlap Drive to Meniffee Road	67.3	68.2	0.9	No
37 Ellis Avenue Sherman Road to Antelope Road	62.8	63.3	0.5	No
38 Ellis Avenue Antelope Road to Meniffee Road	59.5	60.0	0.5	No
39 Mapes Road Case Road to Bonnie Drive	59.1	59.6	0.5	No
40 Mapes Road Trumble Road to Sherman Road	64.6	67.8	3.2	Yes
41 Mapes Road Sherman Road to Antelope Road	67.6	70.7	3.1	Yes
42 Mapes Road Antelope Road to Meniffee Road	66.3	69.6	3.3	Yes
43 Bonnie Drive Mapes Road to I-215 SB Ramps / SR-74	67.2	68.4	1.2	No
44 SR-74 Bonnie Drive to I-215 NB Ramps	75.6	77.4	1.8	No
45 SR-74 I-215 NB Ramps to Trumble Road	78.1	79.6	1.5	No
46 SR-74 Trumble Road to Antelope Road	78.2	79.1	0.9	No
47 SR-74 Antelope Road to Meniffee Road	73.4	74.6	1.2	No
48 Dunlap Drive Nuevo Road to San Jacinto Avenue	68.8	70.1	1.3	No
49 Trumble Road Mapes Road to SR-74	69.6	71.7	2.1	No
50 Sherman Road Ellis Avenue to Mapes Road	55.4	55.4	0.0	No
51 Sherman Road Mapes Road to SR-74	61.8	60.8	-1.0	No
52 Pico Avenue Nuevo Road to San Jacinto Avenue	66.2	66.3	0.1	No
53 Pico Avenue San Jacinto Avenue to Ellis Avenue	59.6	64.4	4.8	Yes
54 Antelope Road Ellis Avenue to Mapes Road	65.4	67.1	1.7	No
55 Antelope Road Mapes Road to SR-74	62.4	64.3	1.9	No
56 Meniffee Road Nuevo Road to San Jacinto Avenue	69.9	73.6	3.7	Yes
57 Meniffee Road San Jacinto Avenue to Ellis Avenue	69.3	72.6	3.3	Yes
58 Meniffee Road Ellis Avenue to Mapes Road	69.9	73.1	3.2	Yes
59 Meniffee Road Mapes Road to SR-74	69.5	72.0	2.5	No

Noise level calculation sheets are provided in Appendix G.

ALTERNATIVES TO THE PROPOSED PROJECT

INTRODUCTION TO THE ALTERNATIVES ANALYSIS

As stipulated in Section 21002.1(a) of the CEQA Statutes (Public Resources Code):

The purpose of an environmental impact report is to identify the significant effects on the environment of a project, to identify alternatives to a project, and to indicate the manner in which those significant effects can be mitigated or avoided.

More specifically, the CEQA Guidelines (Section 15126.6) require an EIR to describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives. The discussion of alternatives need not be exhaustive, but it must consider a reasonable range of potentially feasible alternatives that will foster informed decision-making and public participation. An EIR is not required to consider alternatives that are deemed “infeasible.”

Section 15126.6(a) of the CEQA Guidelines states:

An EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparable merits of the alternatives. An EIR need not consider every conceivable alternative to a project. Rather it must consider a reasonable range of potentially feasible alternatives that will foster informed decision making and public participation. An EIR is not required to consider alternatives which are infeasible. The lead agency is responsible for selecting a range of project alternatives for examination and must publicly disclose its reasoning for selecting those alternatives. There is no ironclad rule governing the nature or scope of the alternatives to be discussed other than the rule of reason.

Purpose

Section 15126.6(b) of the CEQA Guidelines states:

Because an EIR must identify ways to mitigate or avoid the significant effects that a project may have on the environment, the discussion of alternatives shall focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of project objectives, or would be more costly.

Selection of a Reasonable Range of Alternatives

Section 15126.6(c) of the CEQA Guidelines states:

The range of potential alternatives to the proposed project shall include those that could feasibly accomplish most of the basic objectives of the project and could avoid or substantially lessen one or more of the significant effects. The EIR should briefly describe the rationale for selecting the alternatives to be discussed. The EIR should also identify any alternatives that were considered by the lead agency but were rejected as infeasible during the scoping process and briefly explain the reasons underlying the lead agency's determination. Additional information explaining the choice of alternatives may be included in the administrative record. Among the factors that may be used to eliminate alternatives from detailed consideration in an EIR are: (i) failure to meet most of the basic project objectives, (ii) infeasibility, or (iii) inability to avoid significant environmental impacts.

Level of Detail

The CEQA Guidelines do not require the same level of detail in the alternatives analysis as in the analysis of the proposed project. Section 15126.6(d) of the CEQA Guidelines states:

The EIR shall include sufficient information about each alternative to allow meaningful evaluation, analysis, and comparison with the proposed project. A matrix displaying the major characteristics and significant environmental effects of each alternative may be used to summarize the comparison. If an alternative would cause one or more significant effects in addition to those that would be caused by the project as proposed, the significant effects of the alternative shall be discussed, but in less detail than the significant effects of the project as proposed.

ALTERNATIVES TO THE PROPOSED PROJECT

The proposed project involves adjustments to designated truck routes within the City of Perris. The one roadway segment proposed to be designated as a truck route and the three roadway segments proposed to be removed as truck routes are located within the urbanized City of Perris and are presently constructed and open to traffic. No new roadways would be constructed as part of the proposed project and the proposed truck routes would not change the land use or zoning designations for any properties within the City of Perris. However, the proposed project would increase the distance that trucks have to travel to access designated truck routes within the City of Perris.

As discussed in the Environmental Impact Analysis section of this EIR, all potential environmental impacts of the proposed project would be less than significant. The proposed project would not result in any unavoidable significant impacts. As such, alternatives to the proposed project are not necessary to reduce or eliminate any unavoidable significant impacts.

Nevertheless, the alternatives to the proposed project that were considered for this EIR are described and evaluated in the following discussions.

No Project Alternative

As required by CEQA, a no project alternative is analyzed in this EIR section. Section 15126.6(e)(2) of the CEQA Guidelines states that the no project alternative “analysis shall discuss the existing conditions at the time the notice of preparation is published...as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services.” Furthermore, Section 15126.6(e)(3)(B) of the CEQA Guidelines states:

If approval of the project under consideration would result in predictable actions by others, such as the proposal of some other project, this ‘no project ’consequence should be discussed. In certain instances, the no project alternative means ‘no build’ wherein the existing environmental setting is maintained. However, where failure to proceed with the project will not result in preservation of existing environmental conditions, the analysis should identify the practical result of the project’s non-approval and not create and analyze a set of artificial assumptions that would be required to preserve the existing physical environment.

Under this alternative, no changes to the City of Perris designated truck routes would occur. Case Road between Bonnie Drive and Watson Road would not be designated as a truck route, and Ellis Avenue between McPherson Road and Goetz Road, Ellis Avenue between the Ellis Realignment Overpass and Sherman Road, and San Jacinto Avenue between the I-215 and Dunlap Road would continue to be designated as truck routes.

Alternatives Rejected from Further Consideration

During the November 19, 2025 Draft EIR scoping meeting, the representative of Perris Property LLC requested that the City consider an alternative that extends the truck route on Ellis Avenue to the northeast toward I-215. As discussed previously, an EIR is required to evaluate a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any significant effects of the project. The proposed project would not result in any unavoidable significant impacts. All potential impacts of the proposed project would be less than significant, and no mitigation measures are required to reduce any potentially significant impacts to a less-than-significant level. As such, this requested alternative is not needed to reduce a potentially significant impact of the project, and this alternative is rejected from further evaluation in this EIR.

ANALYSIS OF ALTERNATIVES TO THE PROPOSED PROJECT

No Project Alternative

Under this alternative, no changes to the City of Perris designated truck routes would occur. Case Road between Bonnie Drive and Watson Road would not be designated as a truck route, and Ellis Avenue between McPherson Road and Goetz Road, Ellis Avenue between the Ellis Realignment Overpass and Sherman Road, and San Jacinto Avenue between the I-215 and Dunlap Road would continue to be designated as truck routes. The existing and planned residential uses along Ellis Avenue and San Jacinto

Avenue could be exposed to impacts from increased truck travel such as localized air pollutant levels and noise levels. Keeping these roadway segments as designated truck routes would also put the City in violation of the requirements of AB 98 and new Government Code Section 65302.02. This would expose the City to penalties from the California Attorney General of up to \$50,000 every six months if the required updates are not made.

ENVIRONMENTALLY SUPERIOR ALTERNATIVE

In addition to the discussion and comparison of impacts of a proposed project and the alternatives, Section 15126.6 of the CEQA Guidelines requires that an “environmentally superior” alternative be selected and the reasons for such a selection disclosed. In general, the environmentally superior alternative is the alternative that would be expected to generate the least amount of adverse impacts. In this case, the No Project Alternative is the only potential alternative to the proposed project. However, where the No Project Alternative is the environmentally superior alternative, CEQA directs agencies to identify a second environmentally superior alternative. Here, the proposed project would not result in any significant unavoidable environmental impacts. All potential impacts of the proposed project would be less than significant, and no mitigation measures are required to reduce any potentially significant impacts to a less-than-significant level. The proposed project would also be environmentally superior to the No Project Alternative because the existing and planned residential uses along Ellis Avenue and San Jacinto Avenue would not be exposed to impacts from increased truck travel such as localized air pollutant levels and noise levels.

OTHER CEQA CONSIDERATIONS

SUMMARY OF SIGNIFICANT UNAVOIDABLE IMPACTS

Section 15126.2(b) of the CEQA Guidelines requires that an EIR describe any significant impacts which cannot be avoided. Specifically, Section 15126.2(b) requires that an EIR shall:

Describe any significant impacts, including those which can be mitigated but not reduced to a level of insignificance. Where there are impacts that cannot be alleviated without imposing an alternative design, their implications and the reasons why the project is being proposed, notwithstanding their effect, should be described.

Based on the analysis contained in the Environmental Impact Analysis section of this EIR, implementation of the proposed project would not result in any significant unavoidable environmental impacts. All potential impacts would be less than significant. No mitigation is required.

SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES

Section 15126.2(c) of the CEQA Guidelines states that the “uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely.” Section 15126.2(c) further states that “irretrievable commitments of resources should be evaluated to assure that such current consumption is justified.”

As discussed in the Energy section of this EIR, operational energy use associated with the proposed project would be due to an increase in distance that trucks would have to travel to access designated truck routes within the City of Perris. Non-truck passenger vehicles would not be affected. The Truck Routes Plan Update Transportation Analysis prepared for the proposed project determined that 20-mile regional truck VMT would increase by approximately 850.6 miles per day under 2025 with project conditions compared to existing 2025 without project conditions. The EMFAC2021 model assumes that heavy-duty trucks travel approximately 6.26 miles per gallon of fuel. As such, the proposed project would result in an average fuel use of approximately 135.9 gallons of fuel per day in 2025.

The project is proposed to comply with the requirements of AB 98 and new Government Code Section 65302.02. AB 98 requires cities and counties to update the circulation element components of their general plans to establish designated truck routes that avoid residential areas and sensitive receptors. While the project would result in a redistribution of truck traffic and an increase in truck VMT, this increased VMT resulting in the protection of residents and sensitive receptors within Perris would not result in a wasteful, inefficient, or unnecessary use of fuel.

GROWTH INDUCING IMPACTS OF THE PROPOSED PROJECT

Section 15126.2(d) of the CEQA Guidelines requires a discussion of the ways in which a proposed project could induce growth. This includes ways in which a project would foster economic or population growth,

or the construction of additional housing, either directly or indirectly, in the surrounding environment. Section 12126.2(d) of the CEQA Guidelines requires that an EIR shall:

Discuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Included in this are projects which would remove obstacles to population growth (a major expansion of a waste water treatment plant might, for example, allow for more construction in service areas). Increases in the population may tax existing community service facilities, requiring construction of new facilities that could cause significant environmental effects. Also discuss the characteristic of some projects which may encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively. It must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment.

The proposed project involves adjustments to designated truck routes within the City of Perris. The three roadway segments proposed to be removed as truck routes and the one roadway segment proposed to be designated as a truck route are located within the urbanized City of Perris and are presently constructed and open to traffic. No new roadways would be constructed as part of the proposed project and no existing roadways would have to be modified. As such, no new roadways would be constructed that could open inaccessible areas to planned or unplanned growth. No increased economic or population growth would occur as a result of the proposed project.

PREPARERS OF THE EIR

LEAD AGENCY

City of Perris
101 North D Street
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