

# ONTARIO INTERNATIONAL AIRPORT AUTHORITY

## COMMISSION AGENDA – SPECIAL MEETING



**November 30, 2023, AT 1:30 P.M.**

Ontario International Airport Authority Administration Offices  
1923 East Avion Street, Room 100, Ontario, CA 91761

Live YouTube Streaming for Listening Only: <https://www.youtube.com/@flyont/streams>

**ALAN D. WAPNER**  
President

**RONALD O. LOVERIDGE**  
Vice President

**JIM W. BOWMAN**  
Secretary

**CURT HAGMAN**  
Commissioner

**JULIA GOUW**  
Commissioner

**ATIF ELKADI**  
Chief Executive Officer

**LORI D. BALLANCE**  
General Counsel

**KIM SNOW**  
Interim Treasurer

**NORMA I. ALLEY, MMC**  
Board Clerk/Assistant Secretary

### WELCOME TO A MEETING OF THE ONTARIO INTERNATIONAL AIRPORT AUTHORITY

- All documents for public review are on file at the Ontario International Airport Administration Offices located at 1923 E. Avion Street, Ontario, CA 91761.
- This meeting is streamed live from our YouTube channel at <https://www.youtube.com/@flyont/streams>. Streaming will be for listening only and not participation. Public Comments will be taken by email or in-person only. This is a pilot stream, so errors and bugs may occur. If you have any issues, feel free to email [clerk@flyontario.com](mailto:clerk@flyontario.com) for resolution after the meeting.
- Anyone wishing to speak during public comment, or on an agenda item, will be required to fill out a Request to Address Card (blue slip). Blue slips must be turned in prior to public comment beginning or before an agenda item is taken up. The Secretary/Assistant Secretary will not accept blue slips after that time.
- You may submit public comments by e-mail to [publiccomment@flyontario.com](mailto:publiccomment@flyontario.com) no later than 4:00 p.m. the day before the meeting. Please identify the Agenda item you wish to address in your comments. All e-mail comments will be included in the meeting record.
- Comments will be limited to 3 minutes. Speakers will be alerted when their time is up and no further comments will be permitted. Speakers are then to return to their seats.
- In accordance with State Law, remarks during public comment are to be limited to subjects within the Authority's jurisdiction. Remarks on other agenda items will be limited to those items.
- Remarks from those seated or standing in the back of the Board Room will not be permitted. All those wishing to speak, including Commissioners and Staff, need to be recognized by the Authority President before speaking.
- Sign language interpreters, communication access real-time transcription, assistive listening devices, or other auxiliary aids and/or services may be provided upon request. To ensure availability, you are advised to make your request at least 72 hours prior to the meeting you wish to attend. Due to difficulties in securing Sign Language Interpreters, five or more business days' notice is strongly recommended. Any members of the public who require special assistance or a reasonable accommodation to participate may contact the Board Clerk at (909) 544-5307 or [clerk@flyontario.com](mailto:clerk@flyontario.com).

## CALL TO ORDER (OPEN SESSION)

### ROLL CALL

Loveridge, Bowman, Hagman, Gouw, President Wapner

### PLEDGE OF ALLEGIANCE

## AGENDA REVIEW/ANNOUNCEMENTS

The Chief Executive Officer will go over all updated materials and correspondence received after the Agenda was distributed to ensure Commissioners have received them.

### 1. INFORMATION RELATIVE TO POSSIBLE CONFLICT OF INTEREST

Agenda item contractors, subcontractors and agents may require member abstentions due to conflict of interests and financial interests. Commission Member abstentions shall be stated under this item for recordation on the appropriate item.

## PUBLIC COMMENTS

The Public Comment portion of the Commission meeting is limited to a maximum of 3 minutes for each Public Comment. Under provisions of the Brown Act, the Commission is prohibited from taking action on oral requests.

## CLOSED SESSION

### PUBLIC COMMENT ON CLOSED SESSION

### CLOSED SESSION

#### 1. GC § 54956.8: CONFERENCE WITH REAL PROPERTY NEGOTIATORS

Property: Approximately 197 acres on the eastern end of the Airport, east of Haven Road, north of Jurupa Avenue, and south of Airport Drive, which include Assessor's Parcel Numbers 0211-232-44-0-000, 0211-232-45-0-000, 0211-232-46-0-000, 0211-222-47-0-000, 0211-222-48-0-000, 0211-222-52-0-000 AND 0211-222-53-0-000, 0211-222-54-0-000, 0211-222-55-0-000, 0211-232-11-0-000, 0211-232-12-0-000, 0211-232-13-0-000, 0211-232-14, 0211-232-15-0-000, 0211-232-16-0-000, 0211-232-17-0-000, 0211-232-18-0-000, 0211-232-19-0-000, 0211-232-20-000, 0211-232-04-0-000, 0211-232-05-0-000, 0211-232-06-0-000, 0211-232-07-0-000, and 0211-222-56-0-000.

Agency Negotiator: OIAA General Counsel's Office

Under Negotiation: Contract Documents

2. GC § 54956.8: CONFERENCE WITH REAL PROPERTY NEGOTIATORS

Property: Approximately 5 acres on the southern end of the Airport which is a portion of Assessor's Parcel Numbers 0113-271-19, 0113-261-08, and 0113-271-02.

Agency Negotiator: OIAA General Counsel's Office

Under Negotiation: Contract Documents

**REPORT ON CLOSED SESSION**

General Legal Counsel

**CONSENT CALENDAR**

All matters listed under CONSENT CALENDAR will be enacted by one motion in the form listed below. There will be no separate discussion on these items prior to the time Commission votes on them, unless a member of the Commission requests a specific item be removed from the Consent Calendar for a separate vote.

Each member of the public wishing to address the Commission on items listed on the Consent Calendar will be given a total of 3 minutes.

**2. APPROVAL OF MINUTES**

Approve minutes for the OIAA meeting on October 26, 2023.

**3. CASH DISBURSEMENT REPORT (BILLS/PAYROLL)**

Receive and file the Cash Disbursement Report (Bills/Payroll) for the month ended October 31, 2023.

**4. COMMISSIONER'S STIPENDS AS REQUIRED BY AUTHORITY BYLAWS**

Approve additional stipends per Article IV, Section 6 of the Authority's Bylaws for President Alan Wapner and Commissioner Curt Hagman for the month of October, 2023.

**5. FINANCIAL STATEMENTS FOR THE THREE MONTHS ENDED SEPTEMBER 30, 2023**

Receive and file financial statements for the three months ended September 30, 2023.

**6. INVESTMENT REPORT FOR THE THREE MONTHS ENDED SEPTEMBER 30, 2023**

Receive and file the Investment Report for the three months ended September 30, 2023.

**7. AGREEMENT AMENDMENT WITH AMERICAN THREAT ASSESSMENT CONSULTING, INC.**

Authorize the Chief Executive Officer (CEO) to sign an Amendment to Contract No. SCONT-000337, with American Threat Assessment Consulting, Inc., to increase the spending authority by \$1,000,000, to allow for the installation of CCTV and access control additions and enhancements as well as replacement of the existing end of service life CCTV cameras and support equipment at Ontario International Airport (ONT).

**ADMINISTRATIVE REPORTS/DISCUSSION/ACTION**

**8. APPROVE CEQA CATEGORICAL EXEMPTIONS FOR THE TERMINAL 1 APRON RECONSTRUCTION AT THE ONTARIO INTERNATIONAL AIRPORT**

Approve California Environmental Quality Act (CEQA) Categorical Exemptions under CEQA Guidelines Sections 15301 and 15302 for the proposed project.

**9. APPROVE CEQA CATEGORICAL EXEMPTIONS FOR THE AIRPORT DRIVE REHABILITATION AT THE ONTARIO INTERNATIONAL AIRPORT**

Approve California Environmental Quality Act (CEQA) Categorical Exemptions under CEQA Guidelines Sections 15301, 15302, and 15303 for the proposed project.

**MANAGEMENT REPORT**

Executive Office

**COMMISSION MATTERS**

President Wapner

Vice President Loveridge

Secretary Bowman

Commissioner Hagman

Commissioner Gouw

**ADJOURNMENT**

**AFFIDAVIT OF POSTING**

I, Norma I. Alley, MMC, Board Clerk of the Ontario International Airport Authority (OIAA), do hereby declare under penalty of perjury that the foregoing agenda has been posted at the administrative office and on the OIAA website in compliance to the Brown Act.

Date Posted: November 28, 2023      Posted Prior To: 1:30 P.M.

Signature: \_\_\_\_\_

  
Norma I. Alley, MMC  
Ontario International Airport Authority Board Clerk

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**MEETING DATE:** SEPTEMBER 30, 2023

**AGENDA SECTION:** AGENDA REVIEW/ANNOUNCEMENTS

**SUBJECT:** RELATIVE POSSIBLE CONFLICT OF INTEREST

**RELEVANT STRATEGIC OBJECTIVE:**  Invest in ONT  Master the Basics  Plan for the Future

**RECOMMENDED ACTION(S):** Declare Conflict of Interest pertaining to agenda items and contractors and/or subcontractors, which may require member abstentions due to possible conflicts of interest.

**FISCAL IMPACT SUMMARY:** N/A

**BACKGROUND:** In accordance with California Government Code 84308, members of the Ontario International Airport Authority may not participate in any action concerning a contract where they have received a campaign contribution of more than \$250 in the prior twelve (12) months and from an entity or individual if the member knows or has reason to know that the participant has a financial interest, except for the initial award of a competitively bid public works contract. This agenda contains recommendations for action relative to the following contractors:

Item No	Principals & Agents	Subcontractors
07	American Threat Assessment Consulting, Inc.	<ul style="list-style-type: none"><li>None</li></ul>

**PROCUREMENT:** N/A

**CEQA COMPLIANCE AND LAND USE APPROVALS:** N/A

**STAFFING IMPACT (# OF POSITIONS):** N/A

**IMPACT ON OPERATIONS:** N/A

**SCHEDULE:** N/A

**ATTACHMENTS:** N/A

**STAFF MEMBER PRESENTING:** Chief Executive Officer Atif Elkadi

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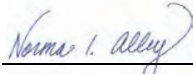
Originator Name: Norma I. Alley, MMC

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Originating Dept.: Clerk's Office

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Director Review:



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Chief Review:



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CEO Approval:



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This Agenda Report has been reviewed by OIAA General Counsel.

The Agenda Report references the terms and conditions of the recommended actions and request for approval. Any document(s) referred to herein, which are not attached or posted online, may be reviewed prior to or following scheduled Commission meetings in the Office of the Clerk of the Board. Office hours are 8:30 a.m. to 5:00 p.m., Monday through Friday, although these hours and review procedures may be modified. In that case, the documents may be requested by email at [clerk@flyontario.com](mailto:clerk@flyontario.com).

**BOARD DISPOSITION:**  Approved  Denied  Continued to \_\_\_\_\_





**MEETING DATE:** NOVEMBER 30, 2023

**AGENDA SECTION:** CONSENT CALENDAR

**SUBJECT:** APPROVAL OF MINUTES

**RELEVANT STRATEGIC OBJECTIVE:**  Invest in ONT  Master the Basics  Plan for the Future

**RECOMMENDED ACTION(S):** Approve minutes for the OIAA Board of Commissioners meeting on October 26, 2023.

**FISCAL IMPACT SUMMARY:** N/A

**BACKGROUND:** The OIAA Board of Commission held a public meeting and minutes were recorded in text. In accordance with OIAA’s Records Retention Schedule, the OIAA must preserve these historical records in hard copy form for permanent retention.

**PROCUREMENT:** N/A

**CEQA COMPLIANCE AND LAND USE APPROVALS:** N/A

**STAFFING IMPACT (# OF POSITIONS):** N/A

**IMPACT ON OPERATIONS:** N/A

**SCHEDULE:** N/A

**ATTACHMENTS:**

1. Minutes

**STAFF MEMBER PRESENTING:** Chief Executive Officer Atif Elkadi

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Originator Name: Norma I. Alley, MMC, Board Clerk

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Originating Dept.: Clerk's Office

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Director Review: 

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Chief Review: 

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CEO Approval: 

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This Agenda Report has been reviewed by OIAA General Counsel.

The Agenda Report references the terms and conditions of the recommended actions and request for approval. Any document(s) referred to herein, which are not attached or posted online, may be reviewed prior to or following scheduled Commission meetings in the Office of the Clerk of the Board. Office hours are 8:30 a.m. to 5:00 p.m., Monday through Friday, although these hours and review procedures may be modified. In that case, the documents may be requested by email at [clerk@flyontario.com](mailto:clerk@flyontario.com).

**BOARD DISPOSITION:**  Approved  Denied  Continued to \_\_\_\_\_

ONTARIO INTERNATIONAL AIRPORT AUTHORITY  
COMMISSION MEETING  
MINUTES  
OCTOBER 26, 2023

**CALL TO ORDER**

President Wapner called the Ontario International Airport Authority Commission meeting to order at 2:02 p.m.

**ROLL CALL**

COMMISSIONERS:

PRESENT: Jim W. Bowman, Curt Hagman, Ronald D. Loveridge and Alan D. Wapner

ABSENT: Julia Gouw

A quorum of the Board of Commissioners was present.

STAFF:

Chief Executive Officer Atif Elkadi

Board Clerk/Assistant Secretary Norma I. Alley, MMC

General Counsel Lori D. Ballance

Assistant General Counsel Kevin P. Sullivan

**PLEDGE OF ALLEGIANCE**

The Pledge of Allegiance was performed.

**AGENDA REVIEW/ANNOUNCEMENTS**

**1. INFORMATION RELATIVE TO POSSIBLE CONFLICT OF INTEREST**

President Alan Wapner declared no actual conflict of interest for Consent Agenda Item No. 6, but stated he would be abstaining on that matter.

**PUBLIC COMMENT**

President Wapner called for public comment.

Shiela Bishop, Colton Joint Unified School District Representative, spoke regarding potential partnership.

Mr. Arun Ramahrishna, UniteHere! Local 11 Representative, spoke to the Hudson labor negotiations at ONT.

Ms. Nida Austria spoke to the Hudson labor negotiations at ONT.

Board Clerk Alley noted a written comment was received from Richard Sherman regarding flight pattern and plane noise, which was entered into the record.

Seeing no further comments, President Wapner closed public comment.

## CLOSED SESSION

### PUBLIC COMMENT ON CLOSED SESSION

President Wapner called for public comment. Seeing no one come forward, he closed public comment.

*President Wapner announced the closed session item was to be heard at the end of the meeting and out of Agenda order.*

### CLOSED SESSION

- GC § 54956.8: CONFERENCE WITH REAL PROPERTY NEGOTIATORS

### REPORT ON CLOSED SESSION

## CONSENT CALENDAR

### 2. APPROVAL OF MINUTES

Approved minutes for the OIAA Board of Commissioners meeting on September 28, 2023.

### 3. CASH DISBURSEMENT REPORT (BILLS/PAYROLL)

Received and filed the Cash Disbursement Report (Bills/Payroll) for the month ended September 30, 2023.

### 4. COMMISSIONER'S STIPENDS AS REQUIRED BY AUTHORITY BYLAWS

Approved additional stipends per Article IV, Section 6 of the Authority's Bylaws for President Wapner for the month of September, 2023.

### 5. CONTRACT AMENDMENT WITH MOSS ADAMS, LLP, FOR INTERNAL AUDITING SERVICES

Approved an amendment to Contract No. SCONT-000421 with Moss Adams, LLP (Moss Adams) to increase the contract amount by \$450,000 for a total contract amount of \$750,000.

**6. AGREEMENT WITH LAMBERT 20/20 COMMUNICATIONS, INC., FOR STRATEGIC COMMUNICATIONS AND PUBLIC RELATIONS CONSULTING SERVICES**

Authorized the Chief Executive Officer (CEO) to execute a second amendment with Lambert 20/20 Network Inc. for strategic communications and public relations consulting services for two one-year extensions not to exceed \$180,000.00 annually; for an overall contract amount not to exceed \$360,000.00.

**7. CONTRACT AMENDMENT WITH DIGITAL319, LLC, FOR DIGITAL SERVICES**

Authorized the Chief Executive Officer (CEO) to execute an amendment to Agreement SCONT-000390 with Digital319, LLC, increasing the contract spending, in the amount of \$400,000, solely for the purpose of adding social media management, social media moderation, and social media measurement to help support the new social and digital media strategy.

**8. CONTRACT EXTENSION FOR BURNS AND MCDONNELL ENGINEERING COMPANY, INC. FOR CONSTRUCTION ADMINISTRATION AND RELATED SERVICES FOR RUNWAY 8R-26L REHABILITATION AND CONNECTING TAXIWAYS PROGRAM**

Authorized the Chief Executive Officer (CEO) to:

1. Execute a contract extension with Burns and McDonnell Engineering Company, Inc. in the amount of \$1,000,000.00 for Year two (2) Construction Administration (CA) and related services for the Runway 8R-26L Rehabilitation and Connecting Taxiways Program;
2. Execute budgeted amendments to the contract for additional related services, if needed, up to 15% of the overall contract value; and
3. Execute task orders to perform CA for Year two (2) construction and related services.

**9. AGREEMENT WITH CDW-G TO PURCHASE INFORMATION TECHNOLOGY EQUIPMENT AND SERVICES**

Authorized the Chief Executive Officer (CEO) to negotiate and execute a cooperative Professional Services Agreement with CDW-G, based on Sourcewell Contract 081419-CDW, for the procurement of IT equipment and services in an amount not to exceed \$500,000.00 in FY2024.

**MOTION:** Moved by Commissioner Hagman, seconded by Vice President Loveridge, to approve the Consent Calendar.

**VOTE:** Approval of all items on the Consent Agenda, excluding Item No. 6, carried by a 4 Yes/0 No/1 Absent (Gouw) vote.

**VOTE:** Approval of Consent Agenda Item No. 06 carried by a 3 Yes/0 No/1 Abstain (Wapner)/1 Absent (Gouw) vote.

## ADMINISTRATIVE DISCUSSION/ACTION/REPORT

### 10. RESOLUTION ESTABLISHING A PARKING CARD POLICY (POSTPONED FROM 9/28/2023 MEETING)

RESOLUTION NO. 2023-16: A RESOLUTION OF THE ONTARIO INTERNATIONAL AIRPORT AUTHORITY ESTABLISHING A PARKING CARD POLICY AT THE ONTARIO INTERNATIONAL AIRPORT

Chief Executive Officer Elkadi presented the staff report and fielded questions from the Board.

President Wapner called for public comment. Seeing no one come forward, he closed public comment.

**MOTION:** Moved by Commissioner Hagman, seconded by Secretary Bowman, to approve Resolution No. 2023-16. Motion carried by a 4 Yes/0 No/1 Absent (Gouw) vote.

## MANAGEMENT REPORT

Chief Executive Officer Elkadi provided updates on passenger traffic numbers, changes to flights, and general airport matters, accompanied by a PowerPoint.

## COMMISSIONER MATTERS

There were no Commissioner matters to report.

## CLOSED SESSION

*This item was heard out of Agenda order.*

### PUBLIC COMMENT ON CLOSED SESSION

President Wapner called for public comment. Seeing no one come forward, he closed public comment.

### CLOSED SESSION

- GC § 54956.8: CONFERENCE WITH REAL PROPERTY NEGOTIATORS

President Wapner announced the closed session item.

President Wapner recessed the open session and called the closed session to order at 2:35 p.m. The open session reconvened at 2:55 p.m.

**REPORT ON CLOSED SESSION**

President Wapner announced there were no reportable action.

**ADJOURNMENT**

President Wapner adjourned the Ontario International Airport Authority Board of Commissioners Meeting at 2:55 p.m.

RESPECTFULLY SUBMITTED:

APPROVED:

\_\_\_\_\_  
NORMA I. ALLEY, MMC, BOARD CLERK

\_\_\_\_\_  
ALAN D. WAPNER, PRESIDENT

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**MEETING DATE:** NOVEMBER 30, 2023

**AGENDA SECTION:** CONSENT CALENDAR

**SUBJECT:** CASH DISBURSEMENT REPORT (BILLS/PAYROLL)

**RELEVANT STRATEGIC OBJECTIVE:**  Invest in ONT  Master the Basics  Plan for the Future

**RECOMMENDED ACTION(S):** Receive and file the Cash Disbursement Report (Bills/Payroll) for the month ended October 31, 2023.

**FISCAL IMPACT SUMMARY:** The funding is approved in the Fiscal Year 2023-2024 budget.

**BACKGROUND: Fiscal Year Financial Performance:** In June 2023, the OIAA Board of Commissioners adopted an operating budget that is driven by strong aviation activity and financial performance realized by OIAA in FYE 2023. The operating budget was developed from OIAA goals and objectives and includes significant increases in resources to meet current and expected near term growth.

**PROCUREMENT:** N/A

**CEQA COMPLIANCE AND LAND USE APPROVALS:** N/A

**STAFFING IMPACT (# OF POSITIONS):** N/A

**IMPACT ON OPERATIONS:** N/A

**SCHEDULE:** N/A

**ATTACHMENTS:**

1. Cash Disbursement Report (Bills/Payroll) for the month ended October 31, 2023.

**STAFF MEMBER PRESENTING:** Chief Executive Officer Atif Elkadi

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Originator Name: Kim Snow, Director of Finance

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Originating Dept.: Financial Accounting and Reporting

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Director Review: *Kim Snow*

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Chief Review: N/A

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CEO Approval: 

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This Agenda Report has been reviewed by OIAA General Counsel.

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**BOARD DISPOSITION:**  Approved  Denied  Continued to \_\_\_\_\_



**MEETING DATE:** NOVEMBER 30, 2023

**AGENDA SECTION:** CONSENT CALENDAR

**SUBJECT:** APPROVAL OF COMMISSIONER'S STIPENDS AS REQUIRED BY AUTHORITY BYLAWS

**RELEVANT STRATEGIC OBJECTIVE:**  Invest in ONT  Master the Basics  Plan for the Future

**RECOMMENDED ACTION(S):** Approve additional stipends per Article IV, Section 6 of the Authority's Bylaws for President Alan Wapner and Commissioner Curt Hagman for the month of October, 2023.

**FISCAL IMPACT SUMMARY:** OIAA operating revenue.

**BACKGROUND:** Article IV, Section 6 of the Authority's Bylaws states as follows:

"No salary: Reimbursement for Expenses; Stipends. The members of the Commission shall receive no salary but shall be reimbursed for necessary expenses (including mileage in accordance with standard IRS mileage reimbursement rates) incurred in the performance of their duties. Additionally, Commissioners will receive a stipend in the amount of one hundred fifty dollars (\$150.00) for attendance at each Commission meeting, standing committee meeting, ad hoc committee meeting, and any Authority-related business function. A maximum of six (6) stipends are permitted per month. An additional two (2) stipends are permitted with prior approval of the President. More than eight (8) stipends per month will require approval by the full Commission."

During the month of October 2023, President Wapner attended fourteen (14) additional Authority-related business functions and Commissioner Hagman attended one (1) additional Authority-related business function. Full Commission approval is needed to approve payment of these additional stipends.

**PROCUREMENT:** N/A

**CEQA COMPLIANCE AND LAND USE APPROVALS:** N/A

**STAFFING IMPACT (# OF POSITIONS):** N/A

**IMPACT ON OPERATIONS:** N/A

**SCHEDULE:** N/A

**ATTACHMENTS:** N/A

**STAFF MEMBER PRESENTING:** Chief Executive Officer Atif Elkadi

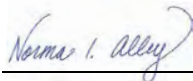
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Originator Name: Executive Office Staff

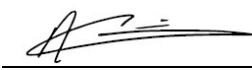
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Originating Dept.: Executive Office

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Director Review: 

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Chief Review: 

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CEO Approval: 

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**BOARD DISPOSITION:**  Approved  Denied  Continued to \_\_\_\_\_



**MEETING DATE:** NOVEMBER 30, 2023

**AGENDA SECTION:** CONSENT CALENDAR

**SUBJECT:** FINANCIAL STATEMENTS FOR THE THREE MONTHS ENDED SEPTEMBER 30, 2023

**RELEVANT STRATEGIC OBJECTIVE:**  Invest in ONT  Master the Basics  Plan for the Future

**RECOMMENDED ACTION(S):** Receive and file financial statements for the three months ended September 30, 2023.

**FISCAL IMPACT SUMMARY:** The OIAA's increase in net position excluding capital contributions was favorable to budget by \$9.2M (204.3%). This was primarily the result of favorable variances compared to budget in operating revenues of \$6.5M (23.0%) and operating expenses of \$2.2M (8.7%). The favorable operating expense variance was primarily driven by a lag in ramping up operations, and related costs compared to planned activities.

**BACKGROUND: Aviation Activity and Financial Statements:** In June 2023, the OIAA Board of Commissioners adopted an operating budget that is driven by strong aviation activity and financial performance realized by OIAA in FYE 2023. The operating budget was developed from OIAA goals and objectives and includes significant increases in resources to meet current and expected near term growth.

The attached financial statements reflect these industry and economic conditions, as well as the OIAA's efforts to meet these conditions.

**Aviation Activity:** Aviation activity is measured predominately as a function of commercial enplanements and landed weights as these activities act as direct and indirect drivers of most operating revenues for the Airport.

Enplanements are a measurement exclusive to passenger carriers, and directly and indirectly impact all concession revenues, Passenger Facility Charge (PFC) revenues, and Customer Facility Charge (CFC) revenues. Enplanements for the three months ended September 30, 2023 totaled 850K, which exceeded the budgeted amount by 49K (6.2%). Enplanements for the three months ended September 30, 2023 were 74K (9.5%) higher than the same period in the prior fiscal year.

Landed weight (in thousand-pound units) for the three months ended September 30, 2023 totaled 2.0M, which was unfavorable to budget by 114K (5.3%). Landed weight for the three months ended September 30, 2023 was 89K (4.2%) lower than the same period in the prior fiscal year. The unfavorable budget variance for the three months ended September 30, 2023, and the decrease in landed weight over the same period in the prior fiscal year was due to a decrease in cargo activity offset by an increase in passenger activity. Passenger landed weight for the three months ended September 30, 2023 exceeded the budget by 111K (12.7%) and was 123K (14.2%)

higher than the same period in the prior fiscal year. Cargo landed weight for the three months ended September 30, 2023 was unfavorable to budget by 225K (18.0%) and was 213K (17.2%) lower than the same period in the prior fiscal year.

### **Financial Results Compared to Budget for the Three Months Ended September 30, 2023**

**Operating Revenues:** For the three months ended September 30, 2023, operating revenues were favorable to budget by \$6.5M (23.0%). This was the result of favorable variances in aeronautical and nonaeronautical revenues.

Aeronautical revenues were favorable to budget by \$831K (6.6%). Airline terminal rent was favorable to budget by \$395K (10.1%), which was primarily the result a new airline agreement with New Pacific Airlines. Facilities and land rent was favorable to budget by \$346K (11.1%), which was primarily the result of additional rents earned by the OIAA during peak season. Airline fees were favorable to budget by \$228K (14.4%), which was primarily the result of increased passenger operations and additional revenue received for contract services. Landing fees were unfavorable to budget by \$139K (3.5%), which was primarily the result of decreased cargo landed weight.

Nonaeronautical revenues were favorable to budget by \$5.6M (36.2%). Non-airline terminal rent and facilities and land rent were flat compared to budget. Parking and ground transportation revenues of \$10.2M was favorable to budget by \$1.2M (12.9%), which was primarily the result of increased passenger parking activity. Total concession revenues of \$4.1M were unfavorable to budget by \$138K (3.3%). Concession revenue favorable variances include gifts and news revenues of \$23K (4.0%) and other concessions revenue of \$152K (59.5%). Concession revenue unfavorable variances include rental car revenues of \$215K (8.3%) and food and beverage revenues of \$98K (12.6%). The unfavorable variance in food and beverage revenues was primarily the result of delays in opening new food and beverage concessions. Operating grants of \$6.0M were favorable to budget by \$4.3M (262.0%), which was primarily the result of the OIAA submissions for grant reimbursements of American Rescue Plan Act of 2021 (ARPA) during the three months ended September 30, 2023. The total ARPA grant awarded to OIAA was \$24.8M. The OIAA recognized \$5.9M of ARPA grant funds for the three months ended September 30, 2023 and the OIAA has a \$12.4M balance in grant funds remaining.

**Operating Expenses:** Total operating expenses of \$22.7M were favorable to budget by \$2.2M (8.7%), which was primarily the result a lag in ramping up operations, and related costs compared to planned activities. Favorable operating expense variances include personnel of \$100K (2.6%), public safety of \$142K (2.4%), contractual services of \$906K (9.1%), insurance and administration of \$39K (8.0%), materials and supplies of \$389K (57.7%), and other operating expenses of \$1.1M (45.9%). Other operating expenses primarily consist of advertising and promotion, training and conferences, and public relations. The favorable variances to budget for contractual services, materials and supplies, and other operating expenses are primarily due to timing differences in increasing operations and those related costs compared to planned activities. The favorable operating expense variances are offset by an unfavorable operating expense variances in telecommunications and utilities of \$476K (26.0%). This is primarily the result of increased utility costs due to the increased temperatures during the summer months.

**Nonoperating Revenues and Expenses:** Net nonoperating revenues were favorable to budget by \$700K (21.6%). Higher-than-expected passenger carrier activity resulted in PFC revenues favorable to budget by \$123K (3.8%). Net investment income was favorable to budget by \$564K (446.6%). The net investment income is associated with an unanticipated unrealized gain from the OIAA's investment in the California Treasury Local Agency Investment Fund (LAIF) and higher-than-expected interest returns. Unrealized gains and losses are

attributable to temporary changes in market conditions. The favorable variance in net nonoperating revenues was offset by an unfavorable variance in CFC Revenues of \$10K (1.1%).

## **Financial Results Compared to Prior Three Months Ended September 30, 2022**

**Operating Revenues:** For the three months ended September 30, 2023, operating revenues exceeded the same period in the prior fiscal year by \$9.2M (36.0%). This was the result of favorable variances in aeronautical and nonaeronautical revenues, including operating grants.

Aeronautical revenues exceeded the same period in the prior fiscal year by \$899K (7.2%). There were favorable variances in all aeronautical revenue categories. Landing fees increased by \$306K (8.8%). Airline terminal rent increased by \$302K (7.6%). Facilities and land rent increased by \$22K (0.6%). Airline fees increased by \$268K (17.3%).

Nonaeronautical revenues exceeded the same period in the prior fiscal year by \$8.3M (63.6%). Non-airline terminal rent increased by \$28K (8.3%). Facilities and land rent decreased by \$58K (15.6%). Parking and ground transportation revenues of \$10.2M increased by \$1.9M (23.3%), which was primarily the result of increased passenger parking activity. Total concession revenues of \$4.1M increased by \$639K (18.7%). Concession revenue increases include rental car revenues of \$19K (0.8%), food and beverage revenues of 383K (128.3%), gifts and news revenues of \$99K (19.7%) and other concessions revenue of \$138K (51.2%). Operating grants increased by \$5.8M compared to the same period in the prior fiscal year. This is primarily due to ARPA draws that were made earlier in the current fiscal year compared to the prior fiscal year. Grant revenues can vary from year to year depending on grant funds awarded to the OIAA.

**Operating Expenses:** For the three months ended September 30, 2023, total operating expenses of \$22.7M exceeded the same period in the prior fiscal year by \$4.0M (21.2%). The increase in operating expenses is primarily the result of an overall increase in operations and planned capital projects compared to the same period in the prior fiscal year, resulting in an increase in contractual services of \$2.2M (31.8%). There was also an increase in new staff positions resulting in an increase in personnel expenses of \$1.0M (36.9%). Other operating expense increases include public safety of \$488K (9.4%), insurance and administration of \$36K (8.6%), materials and supplies of \$71K (32.8%), and telecommunications and utilities of \$343K (17.4%).

**Nonoperating Revenues and Expenses:** Net nonoperating revenues exceeded the same period in the prior fiscal year by \$1.1M (40.8%). Higher-than-expected passenger carrier activity resulted in PFC revenues increasing by \$229K (7.2%). CFC revenues increased by \$71K (8.7%). Interest expense decreased by \$42K (3.9%) as a result of the OIAA paying down existing debt service. Net investment income increased by \$785K (837.1%). The net investment income is associated with an unanticipated unrealized gain from the OIAA's investment in the California Treasury Local Agency Investment Fund (LAIF) and higher-than-expected interest returns. Unrealized gains and losses are attributable to temporary changes in market conditions.

Capital contributions of \$5.5M exceeded the same period in the prior fiscal year by \$4.4M (372.6%). Capital contributions can vary from year to year.

**PROCUREMENT:** N/A

**CEQA COMPLIANCE AND LAND USE APPROVALS:** N/A

**STAFFING IMPACT (# OF POSITIONS):** N/A

**IMPACT ON OPERATIONS:** The financial results provide additional resources for the OIAA to respond to increased passenger activity.

**SCHEDULE:** N/A

**ATTACHMENTS:**

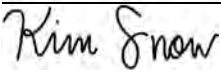
1. OIAA Financial Statements (Unaudited) for the three months ended September 30, 2023.

**STAFF MEMBER PRESENTING:** Chief Executive Officer Atif Elkadi


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Originator Name: Kim Snow, Director of Finance

Originating Dept.: Financial Accounting and Reporting

Director Review: 

Chief Review: N/A

CEO Approval: 

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This Agenda Report has been reviewed by OIAA General Counsel.

The Agenda Report references the terms and conditions of the recommended actions and request for approval. Any document(s) referred to herein, which are not attached or posted online, may be reviewed prior to or following scheduled Commission meetings in the Office of the Clerk of the Board. Office hours are 8:30 a.m. to 5:00 p.m., Monday through Friday, although these hours and review procedures may be modified. In that case, the documents may be requested by email at [clerk@flyontario.com](mailto:clerk@flyontario.com).

**BOARD DISPOSITION:**  Approved  Denied  Continued to \_\_\_\_\_



# FINANCIAL STATEMENTS

FOR THE THREE MONTHS ENDED  
SEPTEMBER 30, 2023 AND 2022

ONTARIO INTERNATIONAL AIRPORT AUTHORITY



**ONTARIO INTERNATIONAL AIRPORT AUTHORITY**  
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FOR THE THREE MONTHS ENDED SEPTEMBER 30, 2023 AND 2022

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**ONTARIO INTERNATIONAL AIRPORT AUTHORITY**  
**STATEMENTS OF NET POSITION (UNAUDITED)**  
**SEPTEMBER 30, 2023 AND 2022**

	2023	2022
<b>ASSETS</b>		
Current Assets:		
Unrestricted Assets:		
Cash and Cash Equivalents	\$ 73,577,862	\$ 75,614,745
Accounts Receivable, Net of Allowance for Doubtful Accounts of \$756,750 and \$637,209 as of September 30, 2023 and 2022, Respectively	8,484,148	8,282,948
Grants Receivable	11,972,896	10,198,810
Leases Receivable – Current	622,472	622,472
Interest Receivable	303,266	111,814
Prepaid Expenses	4,944,682	4,042,400
Total Unrestricted Current Assets	99,905,326	98,873,189
Restricted Assets:		
Cash and Cash Equivalents	67,676,658	78,816,581
Accounts Receivable	2,159,243	1,419,799
Total Restricted Current Assets	69,835,901	80,236,380
Total Current Assets	169,741,227	179,109,569
Noncurrent Assets:		
Leases Receivable – Noncurrent	3,274,500	3,274,500
Capital Assets:		
Not Depreciated or Amortized	122,335,061	97,930,996
Depreciated and Amortized, Net of Accumulated Depreciation and Amortization of \$37,383,181 and \$29,089,459 as of September 30, 2023 and 2022, Respectively	88,418,077	62,409,836
Net Capital Assets	210,753,138	160,340,832
Total Noncurrent Assets	214,027,638	163,615,332
<b>TOTAL ASSETS</b>	<b>\$ 383,768,865</b>	<b>\$ 342,724,901</b>

**ONTARIO INTERNATIONAL AIRPORT AUTHORITY**  
**STATEMENTS OF NET POSITION (UNAUDITED) – CONTINUED**  
**SEPTEMBER 30, 2023 AND 2022**

	2023	2022
<b>LIABILITIES</b>		
Current Liabilities:		
Payable From Unrestricted Assets:		
Accounts Payable	\$ 8,816,102	\$ 7,716,437
Accrued Expenses	11,492,728	9,414,963
Accrued Payroll and Vacation	1,226,914	856,496
Accrued Interest	1,703,864	1,763,733
Customer Deposits	560,653	568,741
Due to Airlines	568,225	14,558,514
Unearned Revenues	5,108,633	5,791,166
Revolving Credit Facility	483,771	-
Current Portion of Long-Term Debt	5,645,000	5,455,000
Total Unrestricted Current Liabilities	35,605,890	46,125,050
Noncurrent Liabilities:		
Payable From Unrestricted Assets:		
Long-Term Debt:		
Bonds Payable – Series 2016	11,860,000	17,505,000
Revenue Bonds – Series 2021, Including Bond Premium of \$19,365,916 and \$20,233,902 as of September 30, 2023 and 2022, Respectively	122,705,916	123,573,902
Total Unrestricted Noncurrent Liabilities	134,565,916	141,078,902
Total Liabilities	170,171,806	187,203,952
<b>DEFERRED INFLOW OF RESOURCES</b>		
Deferred Inflow of Resources – Leases	3,896,972	3,896,972
Total Deferred Inflow of Resources	3,896,972	3,896,972
Total Liabilities and Deferred Inflow of Resources	174,068,778	191,100,924
<b>NET POSITION</b>		
Net Investment in Capital Assets	104,390,040	70,552,423
Restricted	35,504,312	23,490,887
Unrestricted	69,805,735	57,580,667
Total Net Position	209,700,087	151,623,977
<b>TOTAL LIABILITIES AND NET POSITION</b>	<b>\$ 383,768,865</b>	<b>\$ 342,724,901</b>

**ONTARIO INTERNATIONAL AIRPORT AUTHORITY**  
 STATEMENTS OF REVENUES, EXPENSES, AND CHANGES IN NET POSITION – QUARTER (UNAUDITED)  
 FOR THE QUARTERS ENDED SEPTEMBER 30, 2023 AND 2022

	FOR THE QUARTER ENDED SEPTEMBER 30, 2023		VARIANCE FAVORABLE (UNFAVORABLE)		SEPTEMBER 30, 2022
	BUDGET	ACTUAL	\$	%	ACTUAL
<b>OPERATING REVENUES</b>					
Aeronautical:					
Landing Fees	\$ 3,932,099	\$ 3,793,569	\$ (138,530)	(3.5) %	\$ 3,487,797
Airline Terminal Rent	3,893,189	4,288,341	395,152	10.1	3,985,968
Facilities and Land Rent	3,113,974	3,460,289	346,315	11.1	3,438,349
Airline Fees	1,590,633	1,819,029	228,396	14.4	1,550,572
Total Aeronautical Revenues	12,529,895	13,361,228	831,333	6.6	12,462,686
Nonaeronautical:					
Facilities and Land Rent	321,926	312,877	(9,049)	(2.8)	370,658
Non-Airline Terminal Rent	360,274	366,797	6,523	1.8	338,699
Concessions:					
Rental Cars	2,589,783	2,375,201	(214,582)	(8.3)	2,356,242
Food and Beverage	779,890	681,392	(98,498)	(12.6)	298,464
Gifts and News	577,506	600,541	23,035	4.0	501,659
Other Concessions	256,079	408,535	152,456	59.5	270,188
Parking and Ground Transportation	9,001,254	10,161,080	1,159,826	12.9	8,240,286
Operating Grants	1,643,749	5,950,704	4,306,955	262.0	186,048
Other Nonaeronautical Revenues	49,992	366,341	316,349	632.8	407,742
Total Nonaeronautical Revenues	15,580,453	21,223,468	5,643,015	36.2	12,969,986
Total Operating Revenues	28,110,348	34,584,696	6,474,348	23.0	25,432,672
<b>OPERATING EXPENSES</b>					
Personnel	3,810,009	3,710,374	99,635	2.6	2,709,769
Public Safety	5,823,326	5,680,862	142,464	2.4	5,192,540
Contractual Services	9,923,686	9,017,756	905,930	9.1	6,842,988
Materials and Supplies	674,952	285,540	389,412	57.7	214,935
Insurance and Administration	489,347	450,184	39,163	8.0	414,652
Telecommunications and Utilities	1,832,826	2,308,782	(475,956)	(26.0)	1,966,232
Other Operating Expenses	2,330,079	1,261,080	1,068,999	45.9	1,392,561
Total Operating Expenses	\$ 24,884,225	\$ 22,714,578	\$ 2,169,647	8.7 %	\$ 18,733,677

*Quarterly Financial Statements*

**ONTARIO INTERNATIONAL AIRPORT AUTHORITY**  
**STATEMENTS OF REVENUES, EXPENSES, AND CHANGES IN NET POSITION - QUARTER - (UNAUDITED) - CONTINUED**  
**FOR THE QUARTERS ENDED SEPTEMBER 30, 2023 AND 2022**

	FOR THE QUARTER ENDED SEPTEMBER 30, 2023		VARIANCE FAVORABLE (UNFAVORABLE)		SEPTEMBER 30, 2022
	BUDGET	ACTUAL	\$	%	ACTUAL
Net Operating Income Before Depreciation and Amortization	\$ 3,226,123	\$ 11,870,118	\$ 8,643,995	267.9 %	\$ 6,698,995
Depreciation and Amortization	1,988,719	2,171,928	(183,209)	(9.2)	1,491,719
Net Operating Income	1,237,404	9,698,190	8,460,786	683.8	5,207,276
<b>NONOPERATING REVENUES (EXPENSES)</b>					
Investment Income (Loss), Net	126,386	690,823	564,437	446.6	(93,722)
Passenger Facility Charges	3,261,536	3,384,079	122,543	3.8	3,155,389
Customer Facility Charges	894,866	884,978	(9,888)	(1.1)	814,266
Interest Expense	(1,035,483)	(1,035,483)	-	-	(1,077,975)
Gain on Disposition of Assets	-	23,005	23,005	-	5,500
Total Nonoperating Revenues, Net	3,247,305	3,947,402	700,097	21.6	2,803,458
Net Income Before Special Item and Capital Contributions	4,484,709	13,645,592	9,160,883	204.3	8,010,734
<b>CAPITAL CONTRIBUTIONS</b>					
Federal Grants and Other	-	5,545,044	5,545,044	-	1,173,415
Increase in Net Position	4,484,709	19,190,636	14,705,927	327.9	9,184,149
<b>TOTAL NET POSITION - BEGINNING OF QUARTER</b>	<b>190,509,451</b>	<b>190,509,451</b>	<b>-</b>	<b>-</b>	<b>142,439,828</b>
<b>TOTAL NET POSITION - END OF QUARTER</b>	<b>\$ 194,994,160</b>	<b>\$ 209,700,087</b>	<b>\$ 14,705,927</b>	<b>7.5 %</b>	<b>\$ 151,623,977</b>



**MEETING DATE:** NOVEMBER 30, 2023

**AGENDA SECTION:** CONSENT CALENDAR

**SUBJECT:** INVESTMENT REPORT FOR THE THREE MONTHS ENDED SEPTEMBER 30, 2023

**RELEVANT STRATEGIC OBJECTIVE:**  Invest in ONT  Master the Basics  Plan for the Future

**RECOMMENDED ACTION(S):** Receive and file the investment report for the three months ended September 30, 2023.

**FISCAL IMPACT SUMMARY:** As of and for the three months ended September 30, 2023, the OIAA's investment portfolio included a single financial instrument with the California Treasury Local Agency Investment Fund (LAIF). The fair market value (FMV) of the OIAA's investment in LAIF was \$33,169,994, an increase of \$307,762 from the FMV as of June 30, 2023, and an increase of \$941,183 from the FMV as of September 30, 2022.

Interest earned on the LAIF investment for the three months ended September 30, 2023, totaled \$303,266. No additional investments in or distributions from LAIF funds were made during the three months ended September 30, 2023.

**BACKGROUND:** In October of 2016, the OIAA adopted an investment policy for OIAA's revenues in conformance with federal, state, and other legal requirements, including California Government Code Section 53600 et seq. The objectives of the OIAA's investment policy are safety of principal and enhancement of the economic status of the OIAA. The policy sets forth investment objectives, safekeeping of securities, reporting, competitive bidding, authorization for the purchase and sales of investments, allowable types of investments and an annual policy review. In addition, to and in conformity with the adopted Investment Policy, the OIAA adopted a resolution for the investment of inactive funds in the Local Agency Investment Fund.

The Investment Policy requires that reporting include statements as to the OIAA's compliance with the investment policy, as well as a statement denoting the ability of the OIAA to meet its expenditure requirements for the next six months, or an explanation as to why sufficient money may not be available.

Significant financial aspects of the portfolios' financial position and performance are included in the following table:

Description	Quarter Ending				Balance, Year Ending June 30, 2024
	September 30, 2023	December 31, 2023	March 31, 2024	June 30, 2024	
FMV End of Quarter	\$ 33,169,994				\$ 33,169,994
Interest Receivable	\$ 303,266				\$ 303,266
Interest Earned	\$ 303,266				\$ 303,266
Unrealized Gain (Loss)	\$ 45,773				\$ 45,773

**Required Investment Policy Statements:**

- The investments identified above comply in all material respects with the OIAA’s Investment Policy.
- The OIAA has the ability to meet its expenditure requirements for the next six months.

**PROCUREMENT:** N/A

**CEQA COMPLIANCE AND LAND USE APPROVALS:** N/A

**STAFFING IMPACT (# OF POSITIONS):** N/A

**IMPACT ON OPERATIONS:** N/A

**SCHEDULE:** N/A

**ATTACHMENTS:** N/A

**STAFF MEMBER PRESENTING:** Chief Executive Officer Atif Elkadi

Originator Name: Kim Snow, Director of Finance

Originating Dept.: Financial Accounting and Reporting

Director Review: 

Chief Review: N/A

CEO Approval: 

This Agenda Report has been reviewed by OIAA General Counsel.



The Agenda Report references the terms and conditions of the recommended actions and request for approval. Any document(s) referred to herein, which are not attached or posted online, may be reviewed prior to or following scheduled Commission meetings in the Office of the Clerk of the Board. Office hours are 8:30 a.m. to 5:00 p.m., Monday through Friday, although these hours and review procedures may be modified. In that case, the documents may be requested by email at [clerk@flyontario.com](mailto:clerk@flyontario.com).

**BOARD DISPOSITION:**  Approved  Denied  Continued to \_\_\_\_\_

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**MEETING DATE:** NOVEMBER 30, 2023

**AGENDA SECTION:** CONSENT CALENDAR

**SUBJECT:** AGREEMENT AMENDMENT WITH AMERICAN THREAT ASSESSMENT CONSULTING, INC.

**RELEVANT STRATEGIC OBJECTIVE:**  Invest in ONT  Master the Basics  Plan for the Future

**RECOMMENDED ACTION(S):** Authorize the Chief Executive Officer (CEO) to sign an Amendment to Contract No. SCONT-000337, with American Threat Assessment Consulting, Inc., to increase the spending authority by \$1,000,000, to allow for the installation of CCTV and access control additions and enhancements as well as replacement of the existing end of service life CCTV cameras and support equipment at Ontario International Airport (ONT).

**FISCAL IMPACT SUMMARY:** Funding in the amount not to exceed \$1,000,000, shall be provided by existing Revenue Bond Funds.

**BACKGROUND:** Efficient and safe operations are critical to ONT's success. Key elements of ONT's airport operations require the modernization of the array of CCTV cameras to allow for real time monitoring and use of computer analytics to assist in maintaining a safe and efficient travelling experience.

**PROCUREMENT:** On February 18, 2021, the OIAA established a contract with American Threat Assessment Consulting, Inc. utilizing an existing procurement process with the City of Ontario's Professional Services Agreement with American Threat Assessment Consulting, Inc., for the installation, repair, and maintenance services for security cameras, access control systems, and paging/duress systems at ONT. On September 10, 2021, the OIAA executed the first extension to extend the contract terms through July 31, 2022. On October 28, 2021, the Commission approved an increase in the amount of \$140,000, which included a 10% contingency to allow for installation and replacement of the existing end of service life CCTV cameras and support equipment. On May 26, 2022, the Commission approved an increase in the amount of \$200,000, to allow for the installation of additional access control systems and support equipment. On August 10, 2022, the OIAA executed the second extension to extend the contract terms through July 31, 2023. On August 26, 2022, the Commission approved an increase in the amount of \$1,000,000, to allow for the installation of additional CCTV cameras and support equipment. On August 18, 2023, the OIAA executed a third extension to extend the terms through July 31, 2024. This agreement may be extended, contingent upon approval by the City of Ontario master contract.

**CEQA COMPLIANCE AND LAND USE APPROVALS:** N/A

**STAFFING IMPACT (# OF POSITIONS):** N/A

**IMPACT ON OPERATIONS:** N/A

**SCHEDULE:** Project will be implemented upon Commission approval.

**ATTACHMENTS:** None

**STAFF MEMBER PRESENTING:** Chief Executive Officer Atif Elkadi

Originator Name: Dean Brown, Public Safety Administrator

Originating Dept.: Operations

Director Review: 

Chief Review: 

CEO Approval: 

This Agenda Report has been reviewed by OIAA General Counsel.

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**BOARD DISPOSITION:**  Approved  Denied  Continued to \_\_\_\_\_



**MEETING DATE:** NOVEMBER 30, 2023

**AGENDA SECTION:** ADMINISTRATIVE REPORTS/DISCUSSION/ACTION

**SUBJECT:** APPROVE CEQA CATEGORICAL EXEMPTIONS FOR THE TERMINAL 1 APRON RECONSTRUCTION AT THE ONTARIO INTERNATIONAL AIRPORT

**RELEVANT STRATEGIC OBJECTIVE:**  Invest in ONT  Master the Basics  Plan for the Future

**RECOMMENDED ACTION(S):** Approve California Environmental Quality Act (CEQA) Categorical Exemptions under CEQA Guidelines Sections 15301 and 15302 for the proposed project.

**FISCAL IMPACT SUMMARY:** N/A

**BACKGROUND:** This project proposes to repair, maintain, replace, and reconstruct a total of 93,000 square yards of existing pavement at Gates 4 through 9 and the aircraft nose gear area of Gates 2 and 3 adjacent to Terminal 1; (remote) Gates 31 through 35, at the International Arrivals Terminal; and airfield pavement southwest of Gates 31 through 35 using cement-treated base (CTB) and asphalt concrete (AC) pavement at Ontario International Airport (ONT or Airport). Existing pavement within the proposed project was evaluated to have a Pavement Conditions Index (PCI) score of Poor (PCI of 41-55) to Fair (PCI of 56-70) in 2020 and projected scores of Very Poor (PCI of 26-40) to Poor (PCI of 41-55) by 2023. The proposed project area would continue to degrade without the proposed reconstruction. The proposed project would improve existing airfield pavement conditions in kind to maintain the safety of the Airport's operational environment at Terminal 1 and the International Arrivals Terminal.

**PROCUREMENT:** N/A

**CEQA COMPLIANCE AND LAND USE APPROVALS:** This project is Categorically Exempt from the CEQA requirements pursuant to CEQA Guidelines Sections 15301 (relating to the repair, maintenance, and alteration of existing facilities without significantly expanding the existing use) and 15302 (relating to the replacement or reconstruction of existing facilities without significantly expanding the existing use).

**STAFFING IMPACT (# OF POSITIONS):** N/A

**IMPACT ON OPERATIONS:** Gates 2 through 9 at Terminal 1 and Gates 31 through 35 at the International Arrivals Terminal may require temporary closure during construction. Affected gate operations would be accommodated at other aircraft gates.

**SCHEDULE:** Construction of the proposed project is anticipated to begin in Quarter 2, calendar year 2024 and be completed within eight months.

**ATTACHMENTS:**

1. Explanation of Project’s Categorical Exemption from the California Environmental Quality Act (CEQA) Under CEQA Guideline Sections 15301 and 15302. (Attachments to this Explanation are available in the OIAA Planning Department).

**STAFF MEMBER PRESENTING:** Chief Executive Officer Atif Elkadi

Originator Name: Ken Poon, Director of Planning

Originating Dept.: Planning

Director Review: 

Chief Review: 

CEO Approval: 

This Agenda Report has been reviewed by OIAA General Counsel.

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**BOARD DISPOSITION:**  Approved  Denied  Continued to \_\_\_\_\_

# 1. EXPLANATION OF CATEGORIAL EXEMPTION: TERMINAL 1 APRON RECONSTRUCTION

## 1.1 INTRODUCTION

The Ontario International Airport Authority (OIAA), owner and operator of the Ontario International Airport (ONT or Airport), in the City of Ontario, California, utilizes the applicable Categorical Exemption under California Environmental Quality Act (CEQA) Guidelines<sup>1</sup> Sections 15301 and 15302 to repair, maintain, replace, and reconstruct existing airfield pavement adjacent to Terminal 1 and the International Arrivals Terminals at ONT (proposed project).

## 1.2 EXISTING CONDITIONS

The ONT airfield comprises runways, taxiways, and taxilanes; paved aircraft aprons for parking, loading, and unloading areas; ground service equipment staging and storage areas; and safety and maintenance vehicle roadways. The proposed project area comprises existing apron pavement at Gates 4 through 9, adjacent to Terminal 1; Gates 31 through 35, adjacent to the International Arrivals Terminal; and pavement areas proximate to each apron, north of the Vehicle Service Road, as shown on **Exhibit 1**. The apron within the proposed project area provides parking for cargo aircraft operations at Terminal 1 and international arrivals at the International Arrivals Terminal. Pavement within the proposed project area has degraded over time and requires reconstruction to maintain the safety and efficiency of the operational environment at ONT.

In March 2020, OIAA prepared an Airport Pavement Management Study (APMS), the *Pavement Management Program (PMP) Report: Airside in March 2020*, identifying existing (2018) pavement conditions and projected pavement conditions for the years 2023 through 2028.<sup>2</sup> According to the study, Pavement Conditions Index (PCI) scores for pavement sections within the proposed project area range from Poor (PCI of 41-55) to Fair (PCI of 56-70). Pavement sections within the proposed project area are projected to range from Very Poor (PCI of 26-40) to Poor (PCI of 41-55) by 2023 without implementation of the proposed project.

## 1.3 PROPOSED PROJECT

OIAA proposes to reconstruct a total of 93,000 square yards of existing pavement at Gates 4 through 9 and the aircraft nose gear area of Gates 2 and 3 adjacent to Terminal 1; (remote) Gates 31 through 35, at the International Arrivals Terminal; and airfield pavement southwest of Gates 31 through 35. Approximately 33,000 square yards of Portland Cement Concrete (PCC) panels at Gates 4 through 8 would be demolished and replaced in-kind using cement-treated base (CTB) and asphalt concrete (AC) pavement. Additionally, approximately 60,000 square yards of pavement at Gates 31 through 35, east of Taxilane G, Gate 9 and the surrounding area, south of Terminal 1, and the airfield pavement southwest of Gates 31-35 would be demolished and replaced in-kind using CTB and AC pavement.

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<sup>1</sup> California Code of Regulations (CCR), Title 14, Division 6, Chapter 3 Sections 15000 – 15387.

<sup>2</sup> The Pavement Conditions Index (PCI) is a rating system used to evaluate the overall health and condition of pavement, based on its level of degradation. The PCI ranges from 0 to 100, 100 indicating new pavement in the best possible condition.

Construction of the proposed project would include paint marking, grading, and paving of existing pavement areas and panels adjacent to Terminal 1 and the International Arrivals Terminal. The proposed project would not require excavation below the existing pavement layers; thus, no archaeological resources or hazardous materials are anticipated to be disturbed during construction activities.

## 1.4 CONSTRUCTION SCHEDULE

Construction of the proposed project would begin in Quarter 2, calendar year 2024 and would take approximately eight months to complete.

## 1.5 CATEGORICAL EXEMPTIONS UNDER CEQA

State CEQA Guidelines identify a list of project “classes” determined to generally not have a significant effect on the environment and, therefore, are exempt from CEQA review. Projects may be eligible for exemption under multiple classifications described in CEQA Guidelines Sections 15300-15333. The proposed project specifically qualifies as exempt from CEQA review under CEQA Guidelines Sections 15301 and 15302. As the proposed project would comply with applicable federal, state, and local regulations, the proposed project would not have any adverse effects on the environment, and none of the exceptions in Public Resources Code Section 21084(c), (d), and (e) and State CEQA Guidelines Section 15300.2 are applicable to the proposed project, the CEQA Lead Agency (OIAA) has determined that the proposed project qualifies for categorical exemption from further CEQA review in accordance with the following CEQA Guidelines Sections as described in detail below:

- California Code of Regulations Section 15301 (Class 1) – Existing Facilities

### Relevant parts of exempt actions in accordance with California Code of Regulations Section 15301 – Existing Facilities.

*Class 1 consists of the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of existing or former use. The types of “existing facilities” itemized below are not intended to be all-inclusive of the types of projects which might fall within Class 1. The key consideration is whether the project involves negligible or no expansion of use.:*

*Examples include but are not limited to:*

*...(b) Existing facilities of both investor and publicly owned utilities used to provide electric power, natural gas, sewerage, or other public utility services;*

*(c) Existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities (this includes road grading for the purpose of public safety), and other alterations such as the addition of bicycle facilities, including but not limited to bicycle parking, bicycle-share facilities and bicycle lanes, transit improvements such as bus lanes, pedestrian crossings, street trees, and other similar alterations that do not create additional automobile lanes);*

*(d) Restoration or rehabilitation of deteriorated or damaged structures, facilities, or mechanical equipment to meet current standards of public health and safety, unless it is determined that the damage was substantial and resulted from an environmental hazard such as earthquake, landslide, or flood;*

*(e) Additions to existing structures provided that the addition will not result in an increase of more than:*



- (1) 50 percent of the floor area of the structures before the addition, or 2,500 square feet, whichever is less; or
- (2) 10,000 square feet if:
  - (A) The project is in an area where all public services and facilities are available to allow for maximum development permissible in the General Plan and
  - (B) The area in which the project is located is not environmentally sensitive.
- (f) Addition of safety or health protection devices for use during construction of or in conjunction with existing structures, facilities, or mechanical equipment, or topographical features including navigational devices;

...

(l) Demolition and removal of individual small structures listed in this subdivision:

- (1) One single-family residence. In urbanized areas, up to three single-family residences may be demolished under this exemption.
- (2) A duplex or similar multifamily residential structure. In urbanized areas, this exemption applies to duplexes and similar structures where not more than six dwelling units will be demolished.
- (3) A store, motel, office, restaurant, or similar small commercial structure if designed for an occupant load of 30 persons or less. In urbanized areas, the exemption also applies to the demolition of up to three such commercial buildings on sites zoned for such use.
- (4) Accessory (appurtenant) structures including garages, carports, patios, swimming pools, and fences.

Relevant parts of exempt actions in accordance with California Code of Regulations Section 15302 – Replacement or Reconstruction.

Class 2 consists of replacement or reconstruction of existing structures and facilities where the new structure will be located on the same site as the structure replaced and will have substantially the same purpose and capacity as the structure replaced, including but not limited to:

...

- (b) Replacement of a commercial structure with a new structure of substantially the same size, purpose, and capacity.
- (c) Replacement or reconstruction of existing utility systems and/or facilities involving negligible or no expansion of capacity.

....

### Applicability to Proposed Project

CEQA Guidelines Sections 15301 and 15302 pertain to the proposed project, as it would repair, maintain, replace, and reconstruct existing airfield pavement at the Airport without expanding the existing use. The proposed project would not result in additional passenger demand at ONT or change the type or number of aircraft operations.

The proposed project site comprises existing paved surface area, which has no value as habitat for endangered, rare, or threatened species. As a continuation of an existing use, construction and operation of the proposed project would not result in any significant effects relating to traffic, noise, air quality, or water quality.

## **1.6 CONCLUSION**

The Terminal 1 Apron Reconstruction project would repair, maintain, replace, and reconstruct existing airfield pavement adjacent to Terminal 1 and the International Arrivals Terminal at ONT. The proposed project would comply with applicable federal, state, and local regulations; thus, the proposed project would not have any adverse effects on the environment, and none of the exceptions in Public Resources Code Section 21084(c), (d), and (e) and State CEQA Guidelines Section 15300.2 are applicable to the proposed project. The proposed project meets the criteria cited under CEQA Guidelines Sections 15301 (Existing Facilities) and 15302 (Replacement or Reconstruction). Therefore, the proposed project would have no significant effect on the environment and is categorically exempt from further CEQA review.



SOURCES: Nearmap, May 2023 (aerial photography – for visual reference only, may not be to scale); Ricondo & Associates, Inc., September 2023 (proposed project area).

**EXHIBIT 1**



**PROPOSED PROJECT AREA**

Project: P:\GIS\Projects\ONT\MXD\ONT\_CatEx\_20231004.aprx Layout: ONT\_T1ApronCatEx\_Exh1\_ProposedProjectArea\_20231004

Terminal 1 Apron Reconstruction

Categorical Exemption

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**MEETING DATE:** NOVEMBER 30, 2023

**AGENDA SECTION:** ADMINISTRATIVE REPORTS/DISCUSSION/ACTION

**SUBJECT:** APPROVE CEQA CATEGORICAL EXEMPTIONS FOR THE AIRPORT DRIVE REHABILITATION AT THE ONTARIO INTERNATIONAL AIRPORT

**RELEVANT STRATEGIC OBJECTIVE:**  Invest in ONT  Master the Basics  Plan for the Future

**RECOMMENDED ACTION(S):** Approve California Environmental Quality Act (CEQA) Categorical Exemptions under CEQA Guidelines Sections 15301, 15302, and 15303 for the proposed project.

**FISCAL IMPACT SUMMARY:** N/A

**BACKGROUND:** This project proposes to repair, maintain, replace, and reconstruct approximately 8,000 feet of Airport Drive, extending from the Cucamonga Channel, approximately 120 feet west of East Terminal Way, to Haven Avenue. The existing Airport Drive pavement has deteriorated over time, causing cracks, surface wear, and structural degradation, which requires rehabilitation to ensure continued safe and efficient transportation access at Ontario International Airport (ONT or Airport). The proposed project would also include an approximately 1,400-foot pipeline connection from the City of Ontario reclaimed water system infrastructure to Airport property, along Archibald Avenue, between East Guasti Road and Airport Drive. The connection to the City of Ontario reclaimed water system would support Airport landscape irrigation needs efficiently and sustainably. Reconstruction, replacement, maintenance, and repair of Airport Drive would include pavement markings, removal and replacement of traffic loop detectors, milling and overlay of pavement in-kind, and full pavement replacement in-kind where necessary. Construction of the reclaimed water system connection would include trenching up to 10 feet in depth along the Archibald Avenue corridor, pipeline construction, and surface improvements in-kind.

**PROCUREMENT:** N/A

**CEQA COMPLIANCE AND LAND USE APPROVALS:** This project is Categorically Exempt from the CEQA requirements pursuant to CEQA Guidelines Sections 15301 (relating to the reconstruction of existing facilities without significantly expanding the existing use), 15302 (relating to replacement or reconstruction without significantly expanding the existing use), and 15303 (relating to new construction of small facilities or structures).

**STAFFING IMPACT (# OF POSITIONS):** N/A

**IMPACT ON OPERATIONS:** During construction, vehicular traffic on Airport Drive will be impacted.

**SCHEDULE:** Construction of the proposed project is anticipated to begin in Quarter 2, calendar year 2024 and be completed over a period of approximately 120 days.

**ATTACHMENTS:**


1. Explanation of Project’s Categorical Exemption from the California Environmental Quality Act (CEQA) Under CEQA Guideline Sections 15301, 15302, and 15303. (Attachments to this Explanation are available in the OIAA Planning Department).

**STAFF MEMBER PRESENTING:** Chief Executive Officer Atif Elkadi

Originator Name: Ken Poon, Director of Planning

Originating Dept.: Planning

Director Review: 

Chief Review: 

CEO Approval: 

This Agenda Report has been reviewed by OIAA General Counsel.

The Agenda Report references the terms and conditions of the recommended actions and request for approval. Any document(s) referred to herein, which are not attached or posted online, may be reviewed prior to or following scheduled Commission meetings in the Office of the Clerk of the Board. Office hours are 8:30 a.m. to 5:00 p.m., Monday through Friday, although these hours and review procedures may be modified. In that case, the documents may be requested by email at [clerk@flyontario.com](mailto:clerk@flyontario.com).

**BOARD DISPOSITION:**  Approved  Denied  Continued to \_\_\_\_\_

# Airport Drive Rehabilitation at Ontario International Airport (ONT)

## Explanation of Project's Categorical Exemption from the California Environmental Quality Act (CEQA)

### Under CEQA Guideline Sections 15301, 15302, and 15303

#### Introduction

The Ontario International Airport Authority (OIAA), owner and operator of the Ontario International Airport (ONT or Airport), is proposing the Airport Drive Rehabilitation Project (Proposed Project). The Proposed Project would encompass pavement rehabilitation within the Airport Drive roadway, from the Cucamonga Flood Control Channel (Cucamonga Channel) to Haven Avenue, and the installation of a reclaimed water pipeline connection, between East Guasti Road to East Airport Drive along Archibald Avenue from, to existing City of Ontario (City) reclaimed water infrastructure. The Proposed Project would address deteriorating pavement and extend reclaimed water infrastructure to Airport property for future landscape irrigation needs. This Notice of Exemption (NOE) outlines the categorical exemption from further California Environmental Quality Act (CEQA) review, for the Proposed Project. Specifically, this project, as described below, is exempt from CEQA review pursuant to CEQA Statute and Guidelines<sup>1</sup> Section 15301 (Existing Facilities), Section 15302 (Replacement or Reconstruction), and Section 15303 (New Construction or Conversion of Small Structures).

#### Existing Conditions

**Airport Drive** - Airport Drive is a paved public access roadway that serves as a key arterial roadway, facilitating access between ONT and the local surface transportation network. The segment of Airport Drive proposed for improvement is within Airport property and Southern Pacific Railroad<sup>2</sup> property and extends from the Cucamonga Channel, approximately 120 feet west of East Terminal Way, to Haven Avenue, approximately 7,640 feet east. The existing Airport Drive pavement is distressed, showing cracks, surface wear, and structural degradation, which necessitate rehabilitation to ensure continued safe and efficient transportation access.

**Reclaimed Water Infrastructure** - The City currently uses reclaimed water to irrigate areas of City property to reduce demand on local potable water supplies; however, the City's reclaimed water infrastructure does not extend to Airport property. The area proposed for reclaimed water pipeline infrastructure improvements comprises right-of-way within Archibald Avenue, from East Guasti Road to East Airport Drive, owned and maintained by the City.<sup>3</sup>

#### Proposed Project

The Proposed Project would rehabilitate Airport Drive in-kind, to improve the safety and functionality of the existing roadway within the Airport premises. Additionally, the Proposed Project would extend the existing City recycled water infrastructure to serve landscaping in areas of the Airport. An exhibit of the

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<sup>1</sup> California Code of Regulations (CCR), Title 14, Division 6, Chapter 3 Sections 15000 – 15387.

<sup>2</sup> The Ontario International Airport Authority has an easement from the Southern Pacific Railroad Company to access and maintain portions of the Airport Drive right-of-way in perpetuity.

<sup>3</sup> The Ontario International Airport Authority will enter into a construction and maintenance agreement with the City of Ontario prior to completion of the infrastructure improvements within the Archibald Avenue right-of-way.

proposed project is provided in **Attachment 1**. The Proposed Project would involve essential roadway maintenance, replacement, reconstruction, and repair activities, as well as reclaimed water infrastructure improvements, including:

1. **Pavement Rehabilitation:** The rehabilitation of Airport Drive, involving crack repair, seal coat, application of pavement markings, removal, and replacement of traffic loop detectors, milling and overlay, and, where required, full pavement replacement.
  - **Crack Repair:** Identification and repair of cracks in the existing pavement to prevent further deterioration.
  - **Seal Coat:** Application of a seal coat to protect the pavement from weathering and to enhance its durability.
  - **Application of Pavement Markings:** New pavement markings such as lane lines, crosswalks, and other necessary road signage will be applied to ensure safe and organized traffic flow.
  - **Removal and Replacement of Traffic Loop Detectors:** Removal and replacement of traffic loop detectors embedded in the road surface for traffic signal and vehicle detection purposes.
  - **Mill and Overlay:** Milling of the existing pavement surface followed by asphalt overlay to provide a safer driving surface.
  - **Full Pavement Replacement:** In areas where the existing pavement is beyond repair, full pavement replacement would be completed. The need for full pavement replacement would be determined by visual site inspection, the severity of the pavement cracks, and a geotechnical report.
  
2. **Reclaimed Water System Extension:** The installation of a reclaimed water line along Archibald Avenue, from East Guasti Road to East Airport Drive, connecting to the City's existing reclaimed water infrastructure at the intersection of East Guasti Road and Archibald Avenue. This extension would be approximately 1,350 feet in length and would avail the Airport to City reclaimed water sources for future Airport landscape irrigation. The Proposed Project would include trenching and pipeline installation activities including the following:
  - **Trenching:** Trenching up to 10 feet in depth, and 6 feet in width along within the Archibald Avenue corridor.
  - **Pipeline Construction:** Installation of 12-inch Polyvinyl Chloride (PVC) C900 reclaimed water main along Archibald Avenue, as well as appurtenances (air vacuum release valves, sectional gate valves, blow-off assemblies, tees, blind flanges, and thrust blocks).
  - **Surface Improvements:** Hardscape removal and replacement in kind and application of new pavement markings

Although no known archeological resources or hazardous materials are located within or near the Proposed Project area based on previous studies and surveys, the required excavation may extend beyond the previously disturbed depth. A field survey would be conducted to confirm the potential for archaeological resources within the area of disturbance and a tribal resource monitor from, or approved by, the Gabrieleño Band of Mission Indians – Kizh Nation, would be present during all ground-disturbing activities expected to reach depths surpassing previous development. Additionally, excavated soil would be tested for the presence of hazardous materials and potential for use as backfill.



The Proposed Project area is within the 0.2% Annual Chance Flood Hazard Area, which is categorized by the Federal Emergency Management Agency as a Moderate to Low Risk Area; the proposed improvements would not result in changes to the existing floodplain.<sup>4,5</sup>

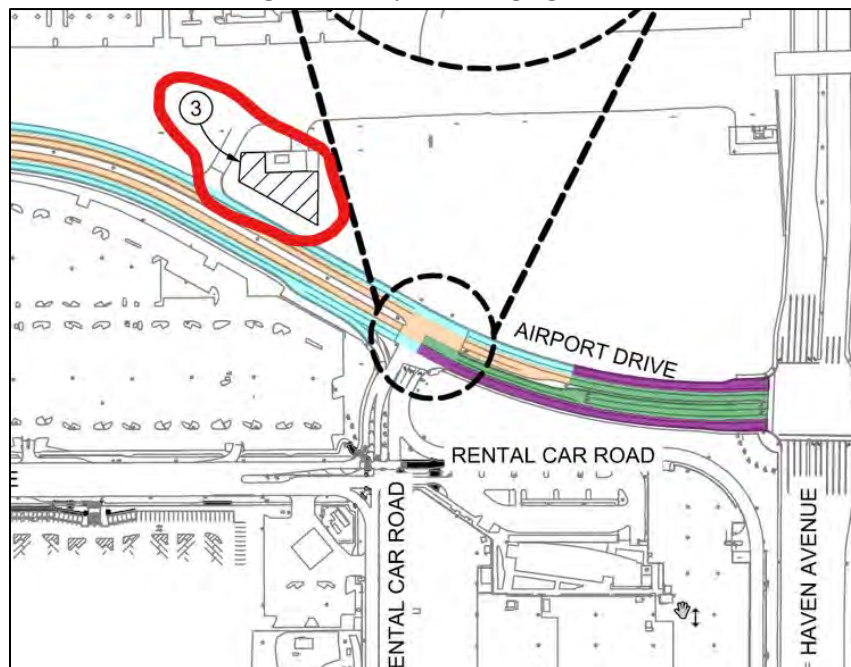
### Construction

Construction of the Proposed Project would require the use of the following equipment:

- Front-end Loader
- Excavator
- Asphalt Paving Machine
- Asphalt Grinder
- Cold Milling Machine
- Backhoe
- Pavement Rollers (double drum, vibratory, and pneumatic)
- Light-Duty Trucks

The staging area for the Proposed Project would be located in a vacant, paved lot located north of Airport Drive, approximately 950 feet west of Haven Avenue (see **Figure 1**).

**Figure 1.** Proposed Staging Area.



<sup>4</sup> Federal Emergency Management Agency, Flood Insurance Rate Map No. 060718837J, September 2, 2016.

<sup>5</sup> California Department of Water Resources, Best Available Map, accessed September 13, 2022. (Available at: <https://gis.bam.water.ca.gov/bam/>)

## Schedule

Construction would occur over a period of approximately 120 days, comprising 30 days of mobilization, 60 days for Airport Drive rehabilitation work, and 30 days for the installation of recycled water infrastructure within Archibald Avenue.

## Project Need

The Proposed Project is needed to address the deteriorating condition of the Airport Drive pavement, which poses safety hazards to users and impedes efficient access to the Airport. Additionally, the extension of the City's reclaimed water system would support sustainability goals by reducing potable water use for Airport landscape irrigation.

## Categorical Exemption(s) Under CEQA

The Proposed Project meets criteria for categorical exemptions defined in CEQA Guidelines Section 15301(Existing Facilities), Section 15302 (Replacement or Reconstruction), and Section 15303 (New Construction or Conversion of Small Structures).

### Relevant parts of exempt actions under CEQA Guidelines Section 15301 – Existing Facilities

In accordance with CEQA Guidelines Section 15301:

*Class 1 consists of the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of existing or former use. The types of "existing facilities" itemized below are not intended to be all-inclusive of the types of projects which might fall within Class 1. The key consideration is whether the project involves negligible or no expansion of use.*

Applicable examples, as provided by CEQA include the following:

*(c) Existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities (this includes road grading for the purpose of public safety), and other alterations such as the addition of bicycle facilities, including but not limited to bicycle parking, bicycle-share facilities and bicycle lanes, transit improvements such as bus lanes, pedestrian crossings, street trees, and other similar alterations that do not create additional automobile lanes.*

*(d) Restoration or rehabilitation of deteriorated or damaged structures, facilities, or mechanical equipment to meet current standards of public health and safety, unless it is determined that the damage was substantial and resulted from an environmental hazard such as earthquake, landslide, or flood.*

### Relevant parts of exempt actions in accordance with California Code of Regulations Section 15302 – Replacement or Reconstruction.

In accordance with CEQA Guidelines Section 15302:

*Class 2 consists of replacement or reconstruction of existing structures and facilities where the new structure will be located on the same site as the structure replaced and will have substantially the same purpose and capacity as the structure replaced, including but not limited to:*

Applicable examples, as provided by CEQA include the following:

*(b) Replacement of a commercial structure with a new structure of substantially the same size, purpose, and capacity.*

*(c) Replacement or reconstruction of existing utility systems and/or facilities involving negligible or no expansion of capacity.*

Relevant parts of exempt actions under CEQA Guidelines Section 15303 – New Construction or Conversion of Small Structures

In accordance with CEQA Guidelines Section 15303:

*Class 3 consists of construction and location of limited numbers of new, small facilities or structures; installation of small new equipment and facilities in small structures; and the conversion of existing small structures from one use to another where only minor modifications are made in the exterior of the structure. The numbers of structures described in this section are the maximum allowable on any legal parcel.*

Applicable examples, as provided by CEQA include the following:

*(d) Water main, sewage, electrical, gas, and other utility extensions, including street improvements, of reasonable length to serve such construction.*

The exemptions above are applicable to the Airport Drive Rehabilitation Project as it meets specific criteria, including:

Applicability of Proposed Project

CEQA Guidelines Sections 15301, 15302, and 15303 apply to the pavement rehabilitation component of the Proposed Project comprises the repair, maintenance, replacement, reconstruction, restoration, and minor alteration of existing facilities (Airport Drive) to restore the roadway to a safe and efficient condition. As a continuation of an existing use, construction and operation of the Proposed Project would not result in any significant effects on traffic, noise, air quality, or water quality, or other resource categories identified in Appendix G of the CEQA Statute and Guidelines.

The extension of the reclaimed water system at Archibald Avenue would be a minor alteration, of reasonable length, to existing facilities, with negligible expansion of the existing use. It would improve the sustainability of landscape irrigation at the Airport without altering existing land uses or operational activity at the Airport. As a minor expansion of an existing use, construction and operation of the Proposed Project would not result in any significant effects relating to traffic, noise, air quality, water quality, or other resource categories identified in Appendix G of the CEQA Statute and Guidelines.

The Proposed Project would not result in additional passenger demand at ONT or change the type or number of aircraft operations.

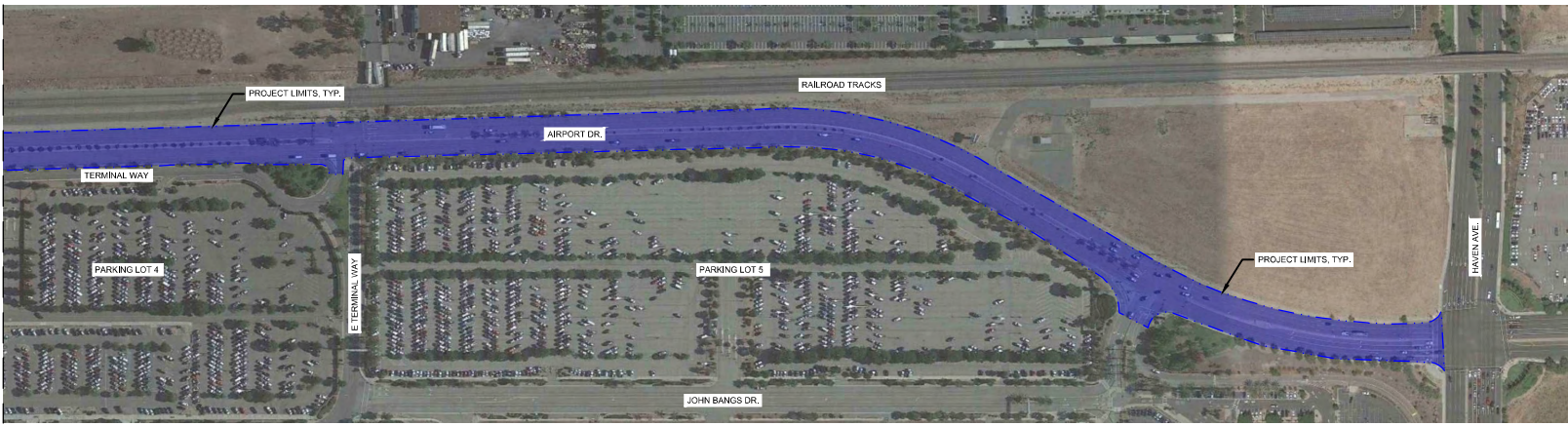
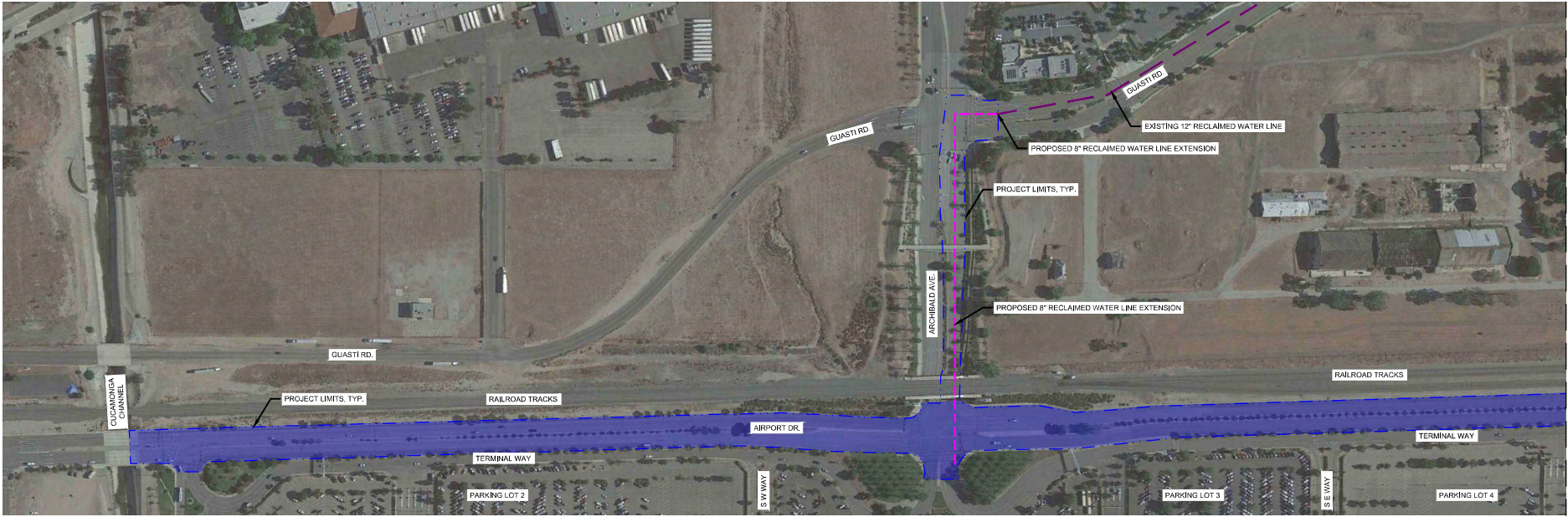
**Conclusion**

In accordance with CEQA Guidelines Section 15301 (Existing Facilities and Section), Section 15302 (Replacement or Reconstruction), and Section 15303 (New Construction or Conversion of Small

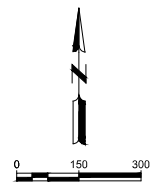
Structures), the Airport Drive Rehabilitation Project qualifies for a categorical exemption from CEQA requirements. The Proposed Project would rehabilitate existing pavement and enable the Airport to use reclaimed water in the future, both of which align with the Airport's operational goals and safety standards, while having negligible expansion of the existing use.

The Proposed Project would comply with applicable federal, state, and local regulations; thus, the Proposed Project would not have any adverse effects on the environment, and none of the exceptions in Public Resources Code Section 21084(c), (d), and (e) and State CEQA Guidelines Section 15300.2 are applicable to the proposed project. The Proposed Project meets the criteria cited under CEQA Guidelines Sections 15301 (Existing Facilities), 15302 (Replacement or Reconstruction), and 15303 (New Construction or Conversion of Small Structures). Therefore, the Proposed Project would have no significant effect on the environment and is categorically exempt from further CEQA review.

This Notice of Exemption signifies that the Proposed Project is exempt from the environmental review process under CEQA, as it falls within the criteria for categorical exemption.



- LEGEND:**
- PROJECT LIMITS
  - AIRPORT DRIVE REHABILITATION
  - EXISTING 12" RECLAIMED WATER MAIN
  - PROPOSED 8" RECLAIMED WATER LINE



**ONTARIO INTERNATIONAL AIRPORT**  
 ONTARIO, CA  
 AIRPORT DRIVE REHABILITATION PROJECT

**PROJECT GRAPHIC**

**Mead & Hunt**  
 ATTACHMENT 1