

NOTICE OF PREPARATION

DATE: June 17, 2021

TO: Office of Planning and Research – State Clearinghouse, Responsible or Trustee Agency, and Interested Parties

FROM: Ontario International Airport Authority
1923 East Avion Street
Ontario, CA 91761

Subject: Notice of Preparation of a Draft Focused Supplemental Environmental Impact Report

Ontario International Airport Authority (OIAA) will be the Lead Agency and will prepare a focused Supplemental Environmental Impact Report (EIR) for the project identified below. We request the views of your agency as to the scope and content of the environmental information which is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency will need to use the EIR prepared by our agency when considering your permit or other approval for the project.

The project description, location, and the potential environmental effects are contained in the attached materials. A copy of the Initial Study is attached.

Due to the time limits mandated by State law, your response must be sent at the earliest possible date but not later than 30 days after receipt of this notice.

Due Date for Public Comments: July 17, 2021

Project Location / Address:

Ontario International Airport (ONT), 2500 E Airport Drive, Ontario, CA 91761

ONT is located in San Bernardino County approximately 35 miles east of Downtown Los Angeles in the center of Southern California (Inland Empire). This project focuses on the rehabilitation and reconstruction of Runway 8R-26L, associated airfield improvements, and the relocation of several objects and a vehicle safety road (VSR) currently within the runway safety area (RSA) and/or runway object free area (ROFA) to outside of these areas. The regional and project location on a topographical base map is shown in **Figure 1**.

Project Description

A focused Supplemental EIR is being prepared to supplement the 1991 *Certified Final EIR for Terminals, Other Facilities and Operations to Support 12 Million Annual Passengers* ("1991 Certified FEIR") for improvements proposed at ONT to meet current Federal Aviation Administration (FAA) standards, improve safety, and enhance airfield efficiency. Connector taxiways will be reconstructed to align more closely with current FAA standards, as well as to improve pavement conditions for air traffic throughout the airfield. The proposed pavement sections will be designed for a 20-year life for all shoulder pavements, blast pad pavement, and

for the new taxiway pavement. Runway 8R-26L requires rehabilitation and reconstruction as it was built in 1979 and has exceeded the intended design service life of 20-years.

Additionally, there are objects located within the Runway Safety Area (RSA) and Runway Object Free Area (ROFA) that need to be relocated to meet FAA standards. The airfield drainage includes tributary areas on the airfield located between the runways and taxiways. The proposed improvements are not increasing the airfield drainage areas, however they are being modified to accommodate existing connector taxiways and construction of the new connector taxiways.

The proposed improvements will not result in increased runway capacity. During runway closure periods during construction, all operations would occur on a single runway. Due to the two runways being parallel and closely spaced, temporarily operating on a single runway would not significantly alter flight patterns. The only change in flight patterns during temporary runway closure periods may result from FAA Air Traffic Control (ATC) imposed restrictions on the use of contra-flow operations during nighttime operations, which is a noise mitigation strategy to minimize noise over residential areas at night. If contra-flow cannot be undertaken by ATC when operating on one runway, there is potential for temporary increases in noise exposure to the west of the Airport during nighttime. Runway use and flight patterns would not be impacted after the project is implemented.

The 1991 Certified FEIR is available for review at OIAA Administration offices by appointment (909-544-5300).

The proposed improvements are illustrated on **Figure 2**.

Necessary Approvals: OIAA has principal responsibility for approving the proposed project. Agencies and City entities which may be required to take actions associated with the proposed projects include, but may not be limited to the following:

- U.S. Department of Transportation Federal Aviation Administration (FAA)
- South Coast Air Quality Management District (SCAQMD)
- SB County Flood Control District
- City of Ontario
- Other Federal, State or local approvals, permits, or actions as may be deemed necessary.

Environmental Resources Potentially Affected: Impacts related to air quality, biological resources, greenhouse gas emissions, hydrology/water quality, noise, and their related cumulative impacts have been found to be potentially significant and will be analyzed in a Supplemental EIR prepared for the proposed project. However, as outlined in the Initial Study, several individual topics within these resource areas would not result in potentially significant impacts and are not planned for further analysis in the Supplemental EIR. The Initial Study found that the proposed project would have no impact, or less than significant impacts, or less than significant impacts with mitigation incorporated on all other environmental resources (i.e., aesthetics, agricultural resources, cultural resources, geology/soils, hazard and hazardous materials, land use/planning, mineral resources, population/housing, public services, recreation, transportation/traffic, and utilities/ service systems).

Next Steps: OIAA is requesting input during the NOP 30-day public review period from interested agencies, organizations, and private citizens regarding the scope and content of environmental information to be included in the Supplemental EIR. In the future, public agencies receiving this notice may use the Supplemental EIR prepared by OIAA when considering their permits or other approvals for the proposed project.

OIAA requests any comments regarding the potential environmental impacts of the project and the issues to be addressed in the Supplemental EIR. All comments will be considered in the preparation of the Supplemental EIR. Written comments must be submitted to the contact and office noted below no later than 5:00 p.m. on July 17th, 2021.

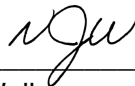
Please direct your comments to Nicole Walker, Environmental Planning Manager, at the following address. Please include the name for a contact person in your agency.

Nicole Walker, Environmental Planning Manager
Ontario International Airport Authority
1923 East Avion Street
Ontario, CA 91761

Or email to: nwalker@flyontario.com

Date: June 17, 2021

Signature:



Nicole Walker

Title:

Environmental Planning Manager

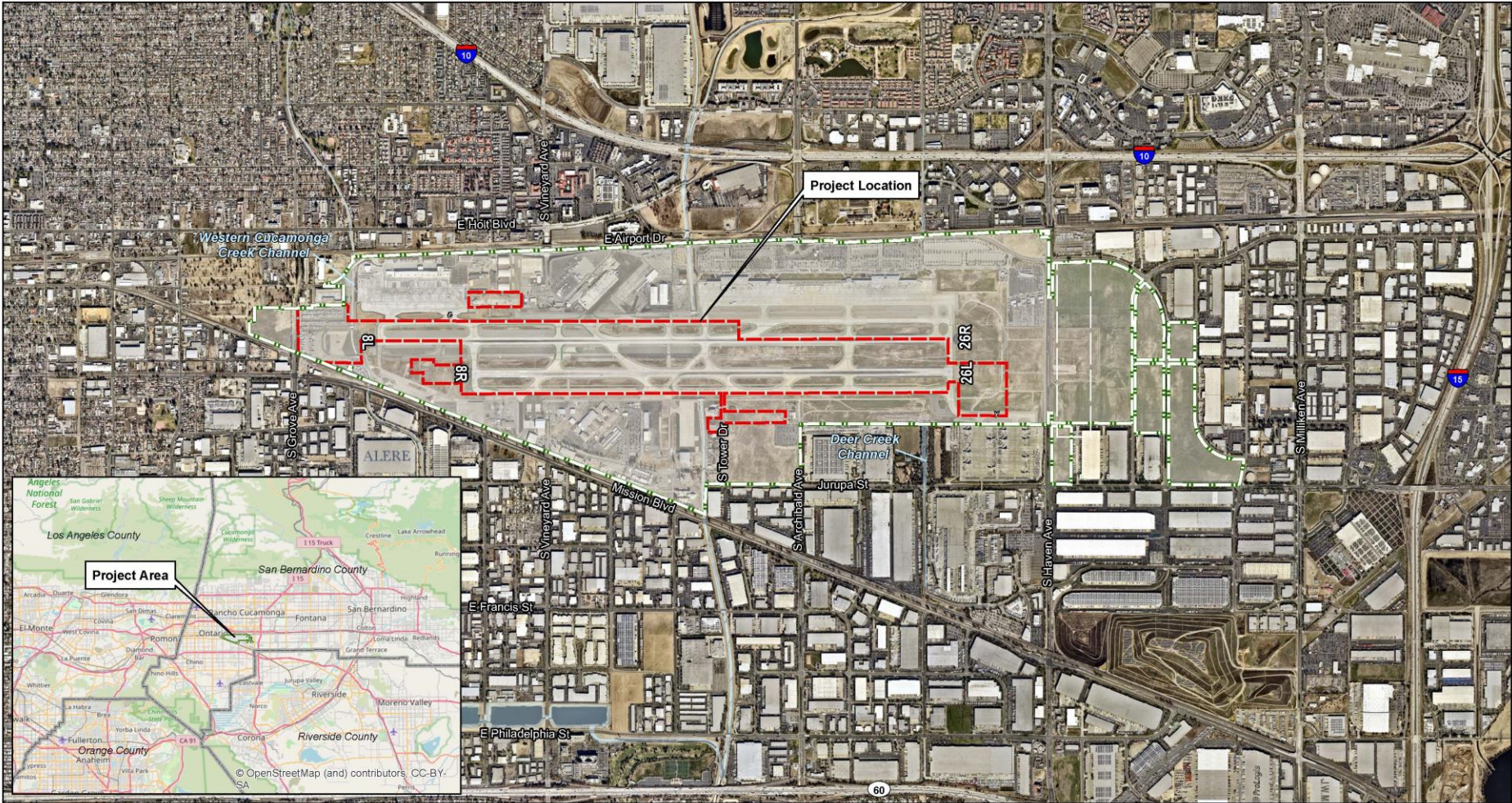
Telephone:

310-883-5812

Reference: California Code of Regulations, Title 14, (CEQA Guidelines) Sections 15082(a), 15103, 15375.



Rehabilitation of Runway 8R-26L and Associated Airfield Improvements Initial Study at Ontario International Airport



- Legend**
- Airport Property
 - Direct Study Area
 - County Boundary

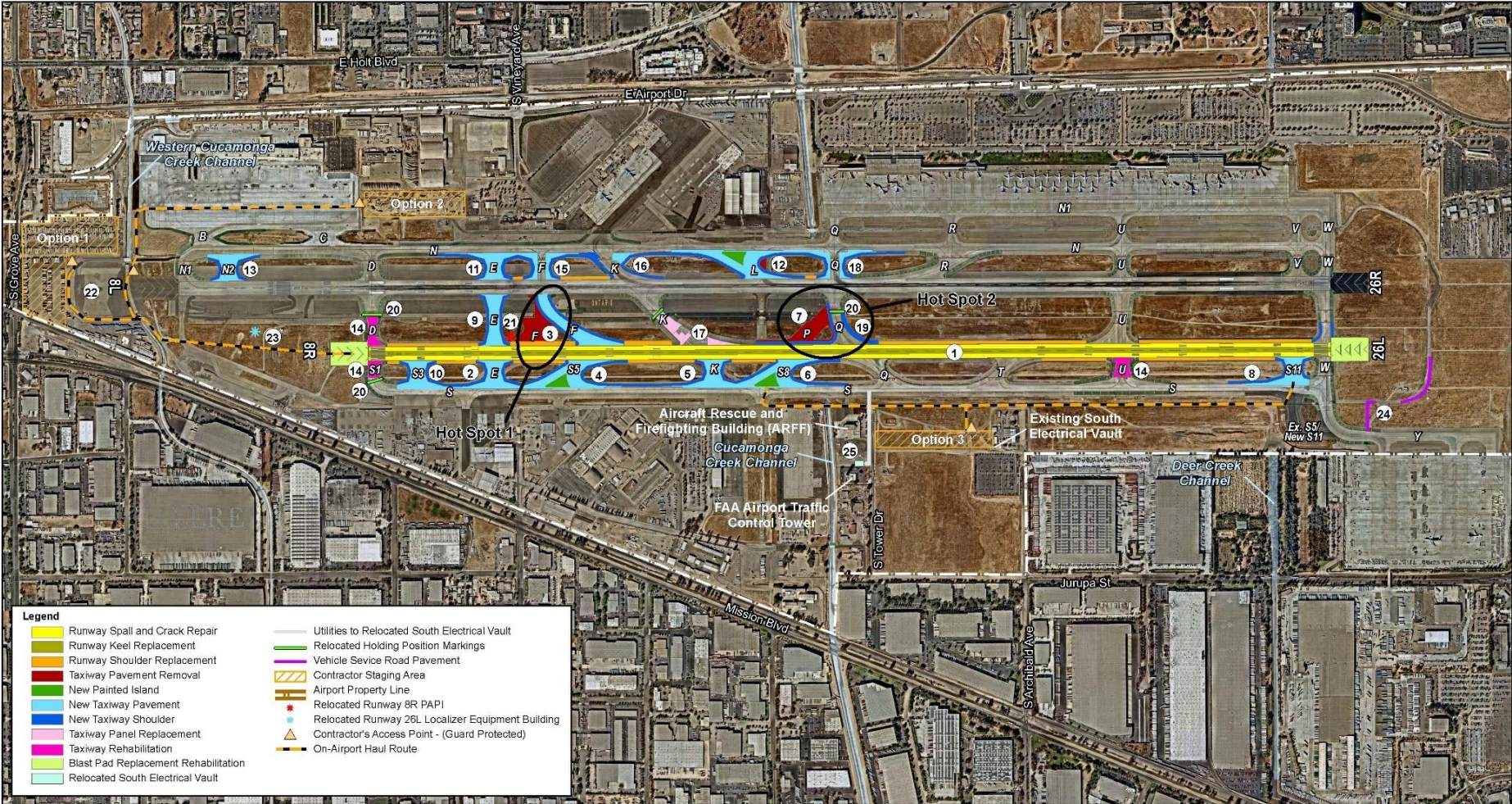
Figure 1
 Regional and Project Location



Sources: OIAA, Nearmap, HNTB Analysis



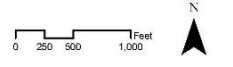
Rehabilitation of Runway 8R-26L and Associated Airfield Improvements Initial Study at Ontario International Airport



PROPOSED ACTION PROJECTS

- | | | |
|---|--|---|
| <ul style="list-style-type: none"> (1) REHABILITATE RUNWAY 8R-26L (2) MODIFY EXISTING CONNECTOR TAXIWAY F AND REDESIGNATE AS TAXIWAY E (3) REMOVE EXISTING TAXIWAY F BETWEEN RUNWAYS 8L-26R AND 8R-26L AND CONSTRUCT NEW EXIT TAXIWAY F (4) CONSTRUCT EXIT TAXIWAY S5 (5) RECONSTRUCT EXISTING EXIT TAXIWAY K (6) RECONSTRUCT EXISTING EXIT TAXIWAY P TO A HIGH-SPEED EXIT AND REDESIGNATE AS TAXIWAY S8 (7) REMOVE EXISTING TAXIWAY P BETWEEN RUNWAYS 8L-26R AND 8R-26L (8) CONSTRUCT BYPASS TAXIWAY S11 (9) CONSTRUCT CROSSING TAXIWAY E BETWEEN RUNWAYS 8R-26L AND 8L-26R | <ul style="list-style-type: none"> (10) CONSTRUCT BYPASS TAXIWAY S3 (11) CONSTRUCT CROSSING TAXIWAY E BETWEEN RUNWAYS 8L-26R AND TAXIWAY N (12) RECONSTRUCT EXISTING TAXIWAY L AS A HIGH-SPEED EXIT TAXIWAY (13) CONSTRUCT BYPASS TAXIWAY N2 (14) RESURFACE TAXIWAY D, TAXIWAY S1 AND TAXIWAY U PAVEMENT (15) CONSTRUCT FILLET MODIFICATIONS ON TAXIWAY F BETWEEN RUNWAY 8L-26R AND TAXIWAY N (16) CONSTRUCT FILLET MODIFICATIONS ON TAXIWAY K BETWEEN RUNWAY 8L-26R AND TAXIWAY N (17) REPLACE/REHABILITATE PANELS ON TAXIWAY K BETWEEN RUNWAYS | <ul style="list-style-type: none"> (18) CONSTRUCT FILLET MODIFICATIONS ON TAXIWAY Q BETWEEN RUNWAY 8L-26R AND TAXIWAY N (19) CONSTRUCT FILLET MODIFICATIONS ON TAXIWAY Q BETWEEN RUNWAYS (20) RELOCATE HOLDING POSITION MARKINGS* (21) RELOCATE RUNWAY 8R PAPI (22) RELOCATE PERIMETER FENCE AND REMOVE OBJECTS WITHIN ROFA (23) RELOCATE RUNWAY 26L (8R END) LOCALIZER EQUIPMENT BUILDING (24) MODIFY EXISTING VEHICLE SERVICE ROAD (25) RELOCATE SOUTH ELECTRICAL VAULT *DEPICTED IN MULTIPLE LOCATIONS |
|---|--|---|

Figure 2
Proposed Project



Sources: OIAA, Nearmap, HNTB Analysis