

ONTARIO INTERNATIONAL AIRPORT AUTHORITY

PLANNING & DEVELOPMENT COMMITTEE

SPECIAL MEETING AGENDA



JANUARY 18, 2022 AT 4:00 P.M.

MEETING WILL BE HELD VIA LIVE STREAM AND TELECONFERENCE

STANDING COMMITTEE MEMBERS

RONALD O. LOVERIDGE

Chair

JULIA GOUW

Member

Pursuant to Assembly Bill No. 361, the Ontario International Airport Authority (OIAA) Committee Meeting is being conducted via Zoom and teleconference. Members of the public may utilize alternative measures established by OIAA to view the committee meetings and/or to address the Committee members. Please see participation instructions below.

Link for the January 18, 2022, Planning & Development Committee Meeting*:

<https://us02web.zoom.us/j/84324343291>

To dial in, call either: +1 669 900 6833 or +1 346 248 7799 or +1 253 215 8782

WEBINAR ID: 843 2434 3291

*Zoom may require you to enter a response for name and email. To remain anonymous, you may use Attendee and attendee@flyontario.com to bypass this Zoom feature.

ANY MEMBERS OF THE PUBLIC WISHING TO PROVIDE PUBLIC COMMENT MAY DO SO AS FOLLOWS:

LIVE VIA TELEPHONE: You may call (909) 403-1131 the day of the meeting between 3:50 p.m. and 4:00 p.m. to speak live during the public comment portion of the committee meeting. You will be asked to identify the Agenda item you wish to address and be placed on hold until the public comment portion of the meeting. Comments are limited to 3 minutes.

E-MAIL: You may submit public comments by e-mail to publiccomment@flyontario.com no later than 1:00 p.m. the day of the meeting. Please identify the Agenda item you wish to address in your comments. All e-mail comments will be included in the committee meeting record.

VOICEMAIL: You may record public comments at (909) 544-5307 no later than 1:00 p.m. the day of the meeting. Please identify the Agenda item you wish to address in your comments. Recorded comments are limited to 3 minutes. All voicemail comments will be included in the committee meeting record.

MAIL: You may mail in public comments to the OIAA Clerk's Office at 1923 E. Avion St., Ontario, CA 91761. Comments by mail must be received no later than 12:00 p.m. the day of the committee meeting. Postmarks are not accepted.

Any members of the public who require special assistance or a reasonable accommodation to participate telephonically in the standing committee meeting may contact the Board Clerk at 909-544-5307 or clerk@flyontario.com. 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.

1. CALL TO ORDER

2. ROLL CALL

Ronald O. Loveridge (Chair), Julia Gouw (Member)

3. PUBLIC COMMENTS

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

4. COMMITTEE AGENDA REVIEW/ANNOUNCEMENTS

Staff will go over all updated materials and correspondence received after the Agenda was distributed to ensure Committee Members have received them.

5. CONSENT CALENDAR

A. APPROVAL OF MINUTES

Approve minutes of the Planning & Development Committee meeting on October 20, 2021.

6. CLOSED SESSION PUBLIC COMMENT

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

7. CLOSED SESSION

GC 54957(a) DISCUSSION OF PUBLIC SAFETY MEASURES

Consultation with: (Public Safety Administrator and General Counsel)

8. REPORT ON CLOSED SESSION

General Counsel

9. COMMITTEE DISCUSSION ITEMS

A. NEW SIGNAGE AND WAYFINDING PROJECT AT THE ONTARIO INTERNATIONAL AIRPORT

Review and recommend for Commission approval.

B. MONUMENT SIGNAGE CONSTRUCTION PROJECT AT THE ONTARIO INTERNATIONAL AIRPORT

Review and recommend for Commission approval.

C. SECURITY SCREENING CHECKPOINT EXPANSION PROJECT (PHASE 1) AT ONTARIO INTERNATIONAL AIRPORT

Review and recommend for Commission approval.

D. AVION REALIGNMENT AND CHANNEL BRIDGE DESIGN AND CONSTRUCTION PROJECT AT THE ONTARIO INTERNATIONAL AIRPORT

Review and recommend for Commission approval.

10. COMMITTEE STAFF UPDATES

11. COMMITTEE MEMBER COMMENTS AND REQUESTS FOR FUTURE AGENDA ITEMS

Ronald O. Loveridge, Chair

Julia Gouw, Member

12. ADJOURNMENT

7. COMMITTEE DISCUSSION ITEMS

A. FIRST CONTRACT EXTENSION FOR TY LIN INTERNATIONAL FOR ON-CALL AIP ENGINEERING, ARCHITECTURE AND SUPPORT SERVICES AT THE ONTARIO INTERNATIONAL AIRPORT

Review and recommend to the Commission for approval.

Deputy Chief Executive Officer Elkadi and Chief Planning Officer Brantley provided information on this item. Committee members asked questions regarding the item and asked about the evaluation process for contract extensions.

The Planning & Development Committee recommended to the full Commission for approval.

B. FIRST CONTRACT EXTENSION FOR JACOBS PROJECT MANAGEMENT, ONTARIO AVIATION GROUP, AND PPM GROUP, INC., FOR ON-CALL AIP CONSTRUCTION MANAGEMENT AND RELATED SERVICES AT THE ONTARIO INTERNATIONAL AIRPORT

Review and recommend to the Commission for approval.

Deputy Chief Executive Officer Elkadi and Chief Planning Officer Brantley provided information on this item. Committee members asked questions regarding the item. Jawdat Tahan, Airport Compliance Coordinator, provided further information to the Committee.

The Planning & Development Committee recommended to the full Commission for approval.

C. EXTEND THE PRODIGIQ CONTRACT SCONT-000064 ON A MONTH-TO-MONTH BASIS FOR AIRFIELD COMPLIANCE, MAINTENANCE WORK ORDERS, LEASE MANAGEMENT AND FLIGHT INFORMATION DISPLAY SYSTEM

Review and recommend to the Commission for approval.

Deputy Chief Executive Officer Elkadi and Chief Planning Officer Brantley provided information on this item. Committee members asked questions regarding the item.

The Planning & Development Committee recommended to the full Commission for approval.

D. FIRST CONTRACT AMENDMENT TO KAVPLAN, LLC FOR STRATEGIC AVIATION PLANNING MANAGEMENT CONSULTING SERVICES

Review and recommend to the Commission for approval.

Deputy Chief Executive Officer Elkadi and Chief Planning Officer Brantley provided information on this item. Committee members asked questions regarding the item.

The Planning & Development Committee recommended to the full Commission for approval.

E. NEW POSITIONS FOR OPERATIONS DIVISION – DIRECTOR OF OPERATIONS, ASSOCIATE ENGINEER AND GARAGE TECHNICIAN

Review and recommend to the Commission for approval.

Deputy Chief Executive Officer Elkadi and Chief Planning Officer Brantley provided information on this item. Committee members asked questions regarding the item and requested the pay ranges for the positions.

The Planning & Development Committee recommended to the full Commission for approval.

The OIAA staff present at the meeting were introduced to the Committee.

8. COMMITTEE STAFF UPDATES

Director of Program Management, Keith Owens, provided current airfield project updates with photos.

9. COMMITTEE MEMBER COMMENTS AND REQUESTS FOR FUTURE AGENDA ITEMS

Chair Loveridge had no additional comments.

Member Gouw had no additional comments.

10. ADJOURNMENT

Chair Loveridge adjourned the Planning & Development Committee meeting at 2:57 p.m.

RESPECTFULLY SUBMITTED TO RECEIVE AND FILE:

NATALIE GONZAGA, BOARD CLERK

APPROVED:

RONALD O. LOVERIDGE, CHAIR



DATE: JANUARY 18, 2022

TO: PLANNING & DEVELOPMENT COMMITTEE

SUBJECT: NEW SIGNAGE AND WAYFINDING PROJECT AT THE ONTARIO INTERNATIONAL AIRPORT

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

RECOMMENDED ACTION(S): Review and recommend to the Commission for approval of the installation of a new wayfinding system at Ontario International Airport (ONT), including design development services; and authorize the Chief Executive Officer (CEO), or his designee, to authorize a not to exceed \$2,100,000 to accomplish these services.

FISCAL IMPACT SUMMARY: The design and environmental planning services for the project will be completed via existing contracts. This project is not AIP grant eligible and debt service will be paid via collection of rates and charges and/or FAA Passenger Facility Charges (PFCs). This project will go through MII approval and be included in the next PFC application. The total rough order of magnitude estimated cost of this project is \$2,100,000.

BACKGROUND: OIAA commenced an analysis of the signage and wayfinding system at ONT to determine the existing conditions, how the signage and wayfinding integrates into current passenger behaviors and expectations and ways to integrate sense of place to enhance brand awareness and elevate the overall terminal experience. From this analysis, a *Wayfinding Design Criteria Manual* was created that proposes a new wayfinding system to be integrated across the terminal campus. The manual proposes an implementation plan focusing on improving the wayfinding system by replacing the overhead directional signs and flag signs, as well as adding new gate number signage, across Terminals 2 and 4.

PROCUREMENT: OIAA has engaged professional services contracts to perform schematic design planning for this project. OIAA, utilizing the same professional services contracts, will prepare bid documents and advertise for a construction contract to complete the project. Staff will return to the OIAA Commission for approval of the construction contract to complete the project.

CEQA COMPLIANCE AND LAND USE APPROVALS: The project qualifies for an exemption from CEQA review under CEQA Guidelines section 15301(c) regarding the repair and maintenance of existing interior facilities.

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

IMPACT ON OPERATIONS: Part of the design will be to create a construction phasing plan that minimizes impacts to terminal operations including proposed work being done at off peak times and at night.

SCHEDULE: Design Development and Construction will begin only after approval of the construction contract by the OIAA Commission and will be based on the construction phasing plan developed during design.

ATTACHMENTS: None

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This Agenda Report has been reviewed by OIAA General Counsel.]

DATE: JANUARY 18, 2022

TO: PLANNING & DEVELOPMENT COMMITTEE

SUBJECT: MONUMENT SIGNAGE CONSTRUCTION PROJECT AT THE ONTARIO INTERNATIONAL AIRPORT

RELEVANT STRATEGIC OBJECTIVE: Invest in ONT.

RECOMMENDED ACTION(S): Review and recommend to the Commission for approval of the construction of a new monument sign at Ontario International Airport (ONT) and ascent lighting feature including design development services; authorize the Chief Executive Officer (CEO), or his designee, to authorize a not to exceed budget of \$150,000 to accomplish these services and \$1,350,000 for construction for a total not to exceed of \$1,500,000.

FISCAL IMPACT SUMMARY: The design and environmental planning services for the project will be completed via existing contracts. This project is not AIP grant eligible and debt service will be paid via collection of rates and charges and/or FAA Passenger Facility Charges (PFCs). This project will go through MII approval and be included in the next PFC application. The total rough order of magnitude estimated cost of this project is \$1,500,000.

BACKGROUND: At the entry to the Airport from N Archibald Drive, there is a monument sign that is approximately 20 years old. To enhance wayfinding and ONT brand awareness, OIAA commenced a design study in 2020 to explore sense of place and how to integrate signage and wayfinding into the airport terminal environment. From this study, it was recommended to replace the existing monument sign to elevate the airport's identity at the main entrance and align it with the expectations of OIAA.

This project would remove the existing sign and landscaping and replace it with a larger sign that integrates the brand, an homage to the surrounding mountain scape and additional palm trees. The actual sign would consist of a 10' tall internal lit ONT logo and a series of smaller, metal panel wall systems with accent lighting washing that can customized to be colored to airport branding or other terminal initiatives. The design and construction costs for the monument signage is estimated to cost \$800,000 and the ascent lighting feature is estimated to cost \$550,000.

PROCUREMENT: OIAA has engaged professional services contracts to perform schematic design planning for this project. OIAA, utilizing the same professional services contracts, will prepare bid documents and advertise for a construction contract to complete the project. Staff will return to the OIAA Commission for approval of the construction contract to complete the project.

CEQA COMPLIANCE AND LAND USE APPROVALS: The project qualifies for an exemption from CEQA review under CEQA Guidelines section 15302 regarding the replacement of existing structures and facilities.

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

IMPACT ON OPERATIONS: During construction, portions of terminal/parking roadway lanes may be closed to the public. Part of the design will be to create a construction phasing plan that minimizes impacts to traffic flows at the main entrance from Archibald Avenue

SCHEDULE: Design Development and Construction will begin only after approval of the construction contract by the OIAA Commission and will be based on the construction phasing plan developed during design.

ATTACHMENTS: None

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This Agenda Report has been reviewed by OIAA General Counsel.



DATE: JANUARY 18, 2022

TO: PLANNING & DEVELOPMENT COMMITTEE

SUBJECT: SECURITY SCREENING CHECKPOINT EXPANSION PROJECT (PHASE 1) AT ONTARIO INTERNATIONAL AIRPORT

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

RECOMMENDED ACTION(S): Review and recommend to the Commission for approval of the design, environmental planning services, and construction of the Security Screening Checkpoint Expansion Project (Phase 1) at Ontario International Airport (ONT); authorize the Chief Executive Officer (CEO), or his designee, to execute design and environmental planning services not to exceed \$310,000; and authorize \$2,775,000 to construct the project.

FISCAL IMPACT SUMMARY: The design and environmental planning services for the project will be completed via existing on-call engineering contracts. This project is not AIP grant eligible and debt service will be paid via collection of rates and charges and/or FAA Passenger Facility Charges (PFCs). The total rough order of magnitude estimated cost of this project is \$3,085,000, which includes both design and construction costs (\$1,848,000 for Terminal 2 and \$1,237,000 for Terminal 4).

BACKGROUND: The passenger security checkpoints for the existing passenger terminals at ONT experience longer than acceptable wait times during the peak periods and are not sufficient to meet increasing passenger volumes. The checkpoints require additional screening lanes to process passengers as demand levels continue to increase and to create a better experience for airport users. Expansion of the checkpoints will provide a total of six screening lanes at both Terminal 2 and Terminal 4. Additionally, the checkpoint expansion project presents an opportunity to improve the circulation corridor immediately after security screening.

This project will:

- Add a screening lane at both Terminal 2 and Terminal 4 checkpoints by relocating the exit corridor
- Relocate the TSA Manager's Station and Screening Room closer to the windows at both Terminal 2 and Terminal 4 to allow almost 20-feet of clear space in the circulation corridor.
- Add another screening lane at the Terminal 2 checkpoint by replacing the Manager's Station and modifying existing screening equipment
- Replace document check podiums with CAT scanners for a total of 11 units at each checkpoint
- Add to and/or adjust existing CCTV, electrical systems, communications, and lighting to accommodate new and modified screening lanes at both checkpoints

- Renovate adjacent TSA breakrooms in both terminals
- Include new CCTV and Backflow Alarm System at the exit corridor in both terminals

The upgrades to passenger security screening checkpoints are contingent upon Majority-In-Interest airline approval.

PROCUREMENT: The OIAA currently has several professional services contracts that can perform design and environmental planning for this project. After the design is complete, the OIAA will prepare bid documents and advertise for a construction contract to complete the project. Staff will return to the OIAA Commission for approval of the construction contract to complete the project.

CEQA COMPLIANCE AND LAND USE APPROVALS: The project qualifies for an exemption from CEQA review under CEQA Guidelines section 15301(c) regarding the repair and maintenance of existing interior facilities.

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

IMPACT ON OPERATIONS: During construction, portions of both checkpoints will be segregated from the public and some lanes at Terminal 2 may be closed. Part of the design will be to create a phasing plan that minimizes the closure of screening lanes while also maintaining efficiency and optimal passenger level of service.

SCHEDULE: Design of this project can be completed through current on-call contracts. Construction will begin only after approval of the construction contract by the OIAA Commission and will be based on the phasing plan developed during design. Construction is estimated to take approximately three months.

ATTACHMENTS: None

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DATE: JANUARY 18, 2022

TO: PLANNING & DEVELOPMENT COMMITTEE

SUBJECT: AVION REALIGNMENT AND CHANNEL BRIDGE DESIGN AND CONSTRUCTION PROJECT AT THE ONTARIO INTERNATIONAL AIRPORT

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

RECOMMENDED ACTION(S): Review and recommend to the Commission for approval of the realignment and widening of East Avion Street and East Jurupa Street and the construction of a new bridge spanning the Cucamonga Channel and authorize the Chief Executive Officer (CEO), or his designee, to issue a Request for Proposals (RFP) to complete the project (provided that all environmental approvals are obtained) and authorize \$26,000,000 (not to exceed) to accomplish these services.

FISCAL IMPACT SUMMARY: The 30% design and environmental planning services for the project are currently being completed via existing contracts. The 100% design will be completed through existing contracts. The initial source of funds for construction of the project will be through OIAA airport revenue bond financing and general funds. The Airport intends to have a cost recovery model at the time of development of the surrounding parcels. This project is not AIP grant eligible and debt service will be paid via collection of rates and charges and/or FAA Passenger Facility Charges (PFCs). This project will go through MII approval and be included in the next PFC application. The total rough order of magnitude estimated cost of this project is \$26,000,000.

BACKGROUND: The existing East Avion Street has exceeded its service life and does not meet current roadway design standards. The high volume of truck traffic that traverses the roadway to access East Jurupa Street must do so at a very slow speed to safely navigate the non-standard geometry. This project enhances vehicular safety and meets modern roadway design standards by realigning the roadway to eliminate existing sharp curves that require trucks to slow to under 10 miles-per-hour to traverse them. The new roadway will have a speed limit between 30 and 40 miles-per-hour. The roadway realignment includes the creation of a new bridge over the Cucamonga Channel that will have a long (75+ year) service life that meets current seismic design standards.

PROCUREMENT: OIAA will prepare bid documents and advertise for a construction contract to complete the project. Staff will return to the OIAA Commission for approval of the construction contract to complete the project.

CEQA COMPLIANCE AND LAND USE APPROVALS: CEQA approval is required for this project, but not for the approval of the RFP process. A Section 163 land-use determination has been submitted and approved for this project. No development activity or ground disturbance relating to the possible project will or may occur until all applicable environmental reviews and approvals under

the California Environmental Quality Act (CEQA), Public Resources Code § 21000 *et seq*, have been obtained and issued by OIAA. Before approval by OIAA for the possible project, or the allowance of any potential development activity related to the possible project, OIAA shall be required to process and issue all applicable land use and CEQA reviews, approvals, and certifications for the project (collectively “Government Approvals”), and shall implement any requirements under such Governmental Approvals, including, without limitation, any project alternatives and mitigation measures required as a result of compliance with CEQA. Further, approval of the RFP process, and implementation of that process, is “at risk” that the development project requires appropriate CEQA review and may not be approved by the OIAA Commission.

STAFFING IMPACT (# OF POSITIONS): None.

IMPACT ON OPERATIONS: During construction, traffic on the south side of the airport will be impacted by the construction, resulting in temporary detours. This will primarily affect air cargo carrier trucks, ONT maintenance vehicles, ATCT staff, and possibly OIAA administrative staff. The impacts will be on the landside only and will not affect the AOA.

SCHEDULE: Construction of the project is anticipated to be completed within 8 months.

ATTACHMENTS: None.

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