

# ONTARIO INTERNATIONAL AIRPORT AUTHORITY

## COMMISSION AGENDA – REGULAR MEETING



**February 27, 2025, at 2:00 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

**CURT HAGMAN**  
Vice President

**RONALD O. LOVERIDGE**  
Treasurer

**JIM W. BOWMAN**  
Secretary

**JULIA GOUW**  
Commissioner

**ATIF ELKADI**  
Chief Executive Officer

**LORI D. BALLANCE**  
General Counsel

**ADRIANNE FERNANDEZ**  
Deputy Commission Clerk

### 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 Deputy Commission Clerk 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 Commission Meeting 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 Deputy Commission Clerk at (909) 544- 5307 or [clerk@flyontario.com](mailto:clerk@flyontario.com).

## CALL TO ORDER (OPEN SESSION)

### ROLL CALL

### 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.

## 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. Members of the public wishing to address the Commission on items listed on the Consent Calendar will be given a total of 3 minutes each to address the items collectively.

### 2. APPROVAL OF MINUTES

Approve minutes for the OIAA Commissioner Meeting on January 23, 2025.

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

Receive and file the Cash Disbursement Report (Bills/Payroll) for the month ended January 31, 2025.

### 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 for the month of January, 2025.

### 5. FINANCIAL STATEMENTS FOR THE SIX MONTHS ENDED DECEMBER 31, 2024

Receive and file the financial statements for the six months ended December 31, 2024.

**6. INVESTMENT REPORT FOR THE YEAR ENDED DECEMBER 31, 2024**

Receive and file the Investment Report for the six months ended December 31, 2024.

**7. CONTRACT WITH SULLY MILLER CONTRACTING FOR THE AIRPORT DRIVE REHABILITATION PROJECT**

Authorize the Chief Executive Officer (CEO) to execute a contract with Sully Miller Contracting Company in the amount of \$6,173,000 for the Airport Drive Rehabilitation Project; approve a potential construction contingency up to 15% of the overall contract amount with Sully Miller Contracting Company; and approve the amount of \$1,021,773 for separate program and construction management (PMCM) services to be provided by KDG Construction Consulting for this work.

**8. CONTRACT WITH CALTEC CORPORATION FOR THE SECURITY SCREENING CHECKPOINT EXPANSION PROJECT**

Authorize the Chief Executive Officer (CEO) to execute a contract with CALTEC Corporation in the amount of \$6,827,000 for the Security Screening Check Point (SSCP) Expansion Project; approve a possible construction contingency up to 15% of the overall contract amount with CALTEC Corporation; and approve the amount of \$557,858 for separate program and construction management (PMCM) services to be provided by KDG Construction Consulting for the work.

**9. AGREEMENT WITH ENVIRONMENTAL SYSTEMS RESEARCH INSTITUTE, INC. TO FOR THE SAFETY MANAGEMENT AND WILDLIFE PROGRAM CONFIGURATION**

Authorize the Chief Executive Officer (CEO) to execute an agreement with Environmental Systems Research Institute, Inc. (ESRI) in the amount of \$400,000 for the Safety Management System (SMS) software solution; and approve the amount of \$234,000 for SMS and Wildlife Program development; with option for additional compensation to be determined in a possible amendment to the agreement.

**10. ACCEPTANCE OF FEDERAL AVIATION ADMINISTRATION FISCAL YEAR 2025 AIRPORT TERMINAL PROGRAM GRANT**

Authorize the Chief Executive Officer (CEO) to accept grant funding from the Federal Aviation Administration (FAA) in the amount of \$7,072,000.00, provided through the Airport Terminal Program (ATP), for the federal share of an eligible project at Ontario International Airport; and authorize the CEO to execute the grant agreements, along with all terms, conditions, and required documents as stipulated by the grant agreement. This grant supports the construction phase for the Security Screening Checkpoint (SSCP) Expansion project.

**11. AGREEMENT WITH THE COUNTY OF SAN BERNARDINO FOR THE TERMINAL JET BRIDGE CLOSED CIRCUIT TELEVISION (CCTV) UPGRADE PROJECT**

Authorize the Chief Executive Officer (CEO) to execute an agreement with the County of San Bernardino for \$250,000 for upgrade of the current terminal Jet Bridge Closed Circuit Television (CCTV) System.

**12. AGREEMENT WITH BIRDI SYSTEMS INC. FOR SUPPORT AND MAINTENANCE SERVICES FOR THE ACCESS CONTROL ALARM MONITORING SYSTEM (ACAMS), BADGING/CREDENTIALLING, PANIC/DURESS, AED ALARM, AND INTERCOM SYSTEMS**

Authorize the Chief Executive Officer (CEO) to execute an agreement with Birdi Systems Inc. for support and maintenance services for the Access Control Alarm Monitoring System (ACAMS), Badging/Credentialling, Panic/Duress, AED Alarm, and Intercom Systems; approve a 3-year contract with two one-year extensions, for a not to exceed amount of \$1,970,918.51; additionally, approve a contingency fund of \$100,000.00 per year allocated toward inventory, replacement parts, modifications, further developments, and enhancements.

**13. APPROVAL OF CEQA CATEGORICAL EXEMPTIONS FOR THE VEHICLE SERVICE ROAD RECONSTRUCTION PROJECT, AND AMENDMENT TO THE CONTRACT WITH COFFMAN SPECIALTIES, INC. FOR TERMINAL 1 APRON REHABILITATION PROJECT TO INCLUDE THE VEHICLE SERVICE ROAD RECONSTRUCTION (BEYOND RWYS 26L AND 26R) PROJECT SCOPE**

Approve CEQA Categorical Exemptions for reconstructing the Vehicle Service Road (VSR) (beyond RWYs 26R and 26L), and authorize the Chief Executive Officer (CEO) to amend the contract with Coffman Specialties, Inc. for the Terminal (T1) Apron Rehabilitation Project, to include the additional scope of reconstructing the VSR project (Beyond RWYs 26R and 26L) and execute budget amendment to the contract, for related construction services in the amount of \$785,169, increasing total contract amount from \$10,391,420 to \$11,176,589.

**14. RESOLUTION EXTENDING THE EXISTING AIR CARRIER INCENTIVE PROGRAM A (ACIP A)**

Adopt a Resolution to extend the existing Air Carrier Incentive Program A (ACIP A) for new entrant carriers from and new qualifying nonstop service within the United States.

RESOLUTION 2025-01

A RESOLUTION OF THE ONTARIO INTERNATIONAL AIRPORT AUTHORITY EXTENDING THE EXISTING AIR CARRIER INCENTIVE PROGRAM A (ACIP A)

**ADMINISTRATIVE REPORTS/DISCUSSION/ACTION**

**15. PRESENTATION ON LEGISLATIVE UPDATES**

**CEO REPORT**

**CHIEF EXECUTIVE OFFICER UPDATES**

## COMMISSION MATTERS

PRESIDENT WAPNER  
VICE PRESIDENT HAGMAN  
TREASURER LOVERIDGE  
SECRETARY BOWMAN  
COMMISSIONER GOUW

## ADJOURNMENT

### AFFIDAVIT OF POSTING

I, Adrienne Fernandez, Deputy Commission 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: February 24, 2025      Posted Prior To: 2:00 P.M.

Signature: *Adrienne Fernandez*  
Adrienne Fernandez, Deputy Commission Clerk  
Ontario International Airport Authority Commission Clerk

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# ONTARIO INTERNATIONAL AIRPORT AUTHORITY



**MEETING DATE:** FEBRUARY 27, 2025

**SUBJECT:** RELATIVE POTENTIAL 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 Commission 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 in 2024, or \$500 in 2025, 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
06	Sully Miller Contracting Company	<ul style="list-style-type: none"><li>• None</li></ul>
07	CALTEC Corporation	<ul style="list-style-type: none"><li>• None</li></ul>
09	Environmental Systems Research Institute, Inc.	<ul style="list-style-type: none"><li>• None</li></ul>
12	Birdi Systems, 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 REVIEW AND APPROVAL:**

Originator:	<u>Adrienne Fernandez, Deputy Commission Clerk</u>
Originating Dept.:	<u>Executive Division</u>
Director Review:	<u>N/A</u>
Chief Review:	<u><i>Atif Ikadi</i></u>
CFO Review:	<u>N/A</u>
CEO Approval:	<u><i>Atif Ikadi</i></u>

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 Commission. Hours to review are between 8:30 a.m. and 4:30 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).





**MEETING DATE:** FEBRUARY 27, 2025

**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 Commissioners meeting on January 23, 2025.

**FISCAL IMPACT SUMMARY:** N/A

**BACKGROUND:** The OIAA 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 REVIEW AND APPROVAL:**

Originator:	<u>Adrienne Fernandez, Deputy Commission Clerk</u>
Originating Dept.:	<u>Executive Division</u>
Director Review:	<u>N/A</u>
Chief Review:	<u><i>Atif Elkadi</i></u>
CFO Review:	<u>N/A</u>
CEO Approval:	<u><i>Atif Elkadi</i></u>

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ONTARIO INTERNATIONAL AIRPORT AUTHORITY  
COMMISSION MEETING  
MINUTES  
JANUARY 23, 2025

**CALL TO ORDER**

President Wapner called the Ontario International Airport Authority Commission meeting to order at 2:03 p.m.

**ROLL CALL**

COMMISSIONERS:

PRESENT:

Alan D. Wapner, President  
Ronald D. Loveridge, Treasurer

Curt Hagman, Vice President  
Jim W. Bowman, Secretary

ABSENT:

Julia Gouw, Commissioner

A quorum of the OIAA Commissioners was present.

STAFF:

Chief Executive Officer Atif Elkadi  
Deputy Commission Clerk Adrienne Fernandez

General Counsel Lori D. Ballance

**PLEDGE OF ALLEGIANCE**

The Pledge of Allegiance was performed.

**AGENDA REVIEW/ANNOUNCEMENTS**

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

No conflicts of interests were declared.

**PUBLIC COMMENT**

President Wapner called for public comment.

Deputy Commission Clerk noted a written comment was received from Mr. Richard Sherman regarding flights departing from ONT following the contra-flow pattern and requested that this practice continue during late-night hours.

Seeing no one come forward, 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.

### CLOSED SESSION

- GC § 54956.8: CONFERENCE WITH REAL PROPERTY NEGOTIATORS  
Property: ONT  
Property Agency Negotiator: OIAA General Counsel's Office

General Legal Counsel Ballance announced the Closed Session item and led the Commission into Closed Session.

President Wapner recessed the Open Session and called the Closed Session to order at 2:06 p.m. The Open Session reconvened at 2:31 p.m.

### REPORT ON CLOSED SESSION

President Wapner announced there was no reportable action.

## CONSENT CALENDAR

### 2. APPROVAL OF MINUTES

Approved minutes for the OIAA Commissioners meeting on December 17, 2024.

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

Received and filed the Cash Disbursement Report (Bills/Payroll) for the month ended December 31, 2024.

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

Approved additional stipends per Article IV, Section 6 of the Authority's Bylaws for President Alan Wapner for the month of December, 2024.

### 5. AGREEMENT WITH PG EXECUTIVE PROGRAM MANAGEMENT, LLC, FOR EXECUTIVE PROGRAM MANAGEMENT AND ADVISORY PROFESSIONAL SERVICES

Authorized the Chief Executive Officer (CEO) to execute an agreement with PG Executive Program Management, LLC, for Executive Program Management and Advisory (EPM&A) consulting services, for three years in an amount not to exceed \$6,254,269.00, with two one-year contract extension options for the Agreement at additional compensation to be determined in a possible amendment to the Agreement.

**6. AGREEMENT WITH HOUNDER LLC, FOR STRATEGIC SOCIAL MEDIA CONTENT AND MODERATION**

Authorized the Chief Executive Officer (CEO) to execute an agreement with Hounder LLC, Strategic Social Media Content moderation services, for one year, with three possible one-year contract extensions, not to exceed \$285,000 annually, with a possible total contract amount (with discretionary contract extensions) of \$1,140,000.00.

**7. LOS ANGELES FOOTBALL CLUB AGREEMENT RENEWAL**

Authorize the Chief Executive Officer (CEO) to execute an amendment to the existing sponsorship agreement (SCONT-00639) between Ontario International Airport (ONT) and Los Angeles Football Club (LAFC) for a term of two years, with option to extend into an additional investment in possible post-season sponsorship assets and media, increasing the total additional spend authority by a not to exceed amount of \$380,000.

**MOTION:** Moved by Vice President Hagman, seconded by Secretary Bowman, to approve the Consent Calendar. Motion carried by a 4 Yes/0 No/ 1 Absent (Gouw) vote.

**CEO REPORT**

**CHIEF EXECUTIVE OFFICER UPDATES**

Chief Executive Officer Elkadi provided updates on passenger traffic numbers, changes to flights, and general airport matters. Mr. Elkadi fielded inquiries from the Commissioners.

**COMMISSIONER MATTERS**

Vice President Hagman requested that a Legislative Update be presented at a future meeting, highlighting any key developments.

**ADJOURNMENT**

President Wapner adjourned the Ontario International Airport Authority Commissioners Meeting at 2:46 p.m.

RESPECTFULLY SUBMITTED:

APPROVED:

\_\_\_\_\_  
ADRIANNE FERNANDEZ,  
DEPUTY COMMISSION CLERK

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

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**MEETING DATE:** FEBRUARY 27, 2025

**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 January 31, 2025.

**FISCAL IMPACT SUMMARY:** The funding is approved in the Fiscal Year 2024-2025 budget.

**BACKGROUND:** In June 2024, the OIAA Board of Commissioners adopted an operating budget that is driven by strong aviation activity and financial performance realized by OIAA in FY2024. 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 January 31, 2025.

**STAFF REVIEW AND APPROVAL:**

Originator:	<u>Celeste Heinonen, Chief Financial Officer</u>
Originating Dept.:	<u>Financial Accounting and Reporting</u>
Director Review:	<u>N/A</u>
Chief Review:	<u><i>Celeste Heinonen</i></u>
CFO Review:	<u><i>Celeste Heinonen</i></u>
CEO Approval:	<u><i>Atif Elkadi</i></u>

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**MEETING DATE:** FEBRUARY 27, 2025

**AGENDA SECTION:** CONSENT CALENDAR

**SUBJECT:** 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 Wapner for the month of January, 2025.

**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 monthly stipend for each month of a calendar year in the amount of one thousand dollars (\$1,000.00), which amount will be deemed to address Commissioner participation for six (6) Authority-related business functions or events, such as attendance at each monthly Commission meeting, any standing committee meeting, any ad hoc committee meeting, briefings, and any other Authority-related business function or event. If a Commissioner participates in or attends a collective total of more than six (6) Commission meetings, any standing committee meetings, any ad hoc committee meeting, briefings, or any other Authority-related business function or event in a calendar month, then the Commissioner shall receive an additional stipend of one hundred fifty dollars (\$150.00) for each such additional matter, with the majority approval by the Commission."

During the month of January 2025, President Wapner attended thirteen (13) additional Authority-related business functions. Majority 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 REVIEW AND APPROVAL:**

Originator:	<u>Adrienne Fernandez, Deputy Commission Clerk</u>
Originating Dept.:	<u>Executive Division</u>
Director Review:	<u>N/A</u>
Chief Review:	<u><i>Atif Elkadi</i></u>
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**MEETING DATE:** FEBRUARY 27, 2025

**SUBJECT:** FISCAL YEAR 2024-2025 FINANCIAL STATEMENTS FOR THE SIX MONTHS ENDED DECEMBER 31, 2024

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

**RECOMMENDED ACTION(S):** Receive and file financial statements for the six months ended December 31, 2024.

**FISCAL IMPACT SUMMARY:** The OIAA's increase in net position excluding capital contributions was favorable to budget by \$11.7M (137.0%). This was primarily the result of favorable variances compared to budget in operating revenues of \$3.4M (5.4%) and operating expenses of \$8.3M (14.3%). The favorable operating revenue variance was primarily driven by an increase in parking and ground transportation revenue and operating grant revenue.

**BACKGROUND: Aviation Activity and Financial Statements:** In June 2024, the OIAA Commission adopted an operating budget that is driven by strong aviation activity and financial performance realized by OIAA in FYE 2024. 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 six months ended December 31, 2024, totaled 1.9M, which exceeded the budgeted amount by 21K (1.2%). Enplanements for the six months ended December 31, 2024, were 155K (9.0%) higher than the same period in the prior fiscal year.

Landed weight (in thousand-pound units) for the six months ended December 31, 2024, totaled 4.8M, which was favorable to budget by 330K (7.4%). Landed weight for the six months ended December 31, 2024, was 550K (13.0%) higher than the same period in the prior fiscal year. The favorable budget variance for the six months ended December 31, 2024, was due higher than expected cargo activity. Cargo landed weight for the six months ended December 31, 2024, exceeded the budget by 842K (103.3%) and was 376K (36.7%) higher than the same period in the prior fiscal year. Passenger landed weight for the six months ended December 31, 2024, was

unfavorable to budget by 512K (19.2%) and increased by 174K (8.8%) over than the same period in the prior fiscal year.

### **Financial Results Compared to Budget for the Six Months Ended December 31, 2024**

**Operating Revenues:** For the six months ended December 31, 2024, operating revenues were favorable to budget by \$3.4M (5.4%). This was the result of net favorable variances in nonaeronautical revenues.

Aeronautical revenues were unfavorable to budget by \$785K (2.7%). Landing fees were favorable to budget by \$166K (1.8%), which was primarily the result of increased cargo landed weights, and airline fees were favorable to budget by \$73K (2.1%). Unfavorable aeronautical variances include airline terminal rent, unfavorable to budget by \$141K (1.6%) and facilities and land rent, unfavorable to budget by \$884K (10.9%).

Nonaeronautical revenues were favorable to budget by \$4.2M (12.3%). Favorable nonaeronautical revenue variances include non-airline terminal rent, favorable to budget by \$34K (4.3%). Parking and ground transportation revenues of \$21.3M were favorable to budget by \$728K (3.5%). Total concession revenues of \$8.6M were favorable to budget by \$273K (3.3%). Concession revenue favorable variances include rental cars revenue, which were favorable to budget by \$133K (2.7%). Gifts and news revenue were favorable to budget by \$9K (1.0%). Advertising revenues were favorable to budget by \$218K (41.6%). Concession revenue unfavorable variances include food and beverage revenues of \$88K (4.9%). Other nonaeronautical revenues, which primarily consists of badging and filming revenues, were favorable to budget by \$625K (477.2%). Facilities and land rent were unfavorable to budget by \$716K (52.5%). Operating grants of \$6.6M were favorable to budget by \$3.3M (100%), which was primarily the result of the OIAA submissions for grant reimbursements of American Rescue Plan Act of 2021 (ARPA) for the six months ended December 31, 2024. The total ARPA grant awarded to OIAA was \$24.8M. The OIAA has recognized \$6.6M of ARPA grant funds for the six months ended December 31, 2024, and the OIAA has a \$5.1M balance in grant funds remaining.

**Operating Expenses:** Total operating expenses of \$49.7M were favorable to budget by \$8.3M (14.3%), which was primarily the result of a lag in ramping up operations and related costs in contractual services, and decreased marketing and public relations expenses. Favorable operating expense variances include personnel of \$264K (2.6%), contractual services of \$4.5M (19.9%), insurance and administration of \$432K (32.1%), marketing and public relations of \$1.4M (30.4%), materials and supplies of \$921K (61.8%), telecommunications and utilities of \$161K (4.2%), and other operating expenses of \$630K (36.9%). The public safety operating expenses were flat to budget.

**Nonoperating Revenues and Expenses:** Net nonoperating revenues were unfavorable to budget by \$874K (9.2%). Lower than expected passenger carrier activity resulted in PFC revenues unfavorable to budget by \$1.2M (15.0%) and CFC revenues unfavorable to budget by \$49K (2.4%). Net investment income was favorable to budget by \$410K (27.1%). 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.

## Financial Results Compared to the Prior Six Months Ended December 31, 2023

**Operating Revenues:** For the six months ended December 31, 2024, total operating revenues exceeded the same period in the prior fiscal year by 3.2M (5.0%). This was the result of favorable variances in aeronautical revenues, nonaeronautical revenues, and operating grants.

Aeronautical revenues exceeded the same period in the prior fiscal year by \$1.2M (4.3%). Landing fees increased by \$1.2M (15.1%). Airline terminal rent increased by \$178K (2.1%). Aeronautical revenue favorable variances were offset by an unfavorable variance in facilities and land rent of \$142K (1.9%) and an unfavorable variance in airline fees of \$52K (1.4%).

Nonaeronautical revenues exceeded the prior fiscal year by \$2.0M (5.5%). Facilities and land rent increased by \$22K (3.5%). Non-airline terminal rent increased by \$81K (10.8%). Parking and ground transportation revenues of \$21.3M increased by \$1.0M (5.0%). Total concession revenues of \$8.6M increased by \$722K (9.1%). Concession revenue increases include rental car revenues of \$451K (9.7%), and food and beverage revenues of \$345K (25.5%). Concession revenue decreases include gifts and news revenues of \$42K (3.8%) and advertising revenue of \$33K (4.2%). Other nonaeronautical revenues, which primarily consists of badging and filming revenues, increased by \$325K (75.3%). Operating grants decreased by \$149K (2.2%) compared to the prior fiscal year. This is primarily due to grant funding and availability that can vary from year to year.

**Operating Expenses:** For the six months ended December 31, 2024, total operating expenses of \$49.7M exceeded the same period in the prior fiscal year by \$2.7M (5.6%). The increase in operating expenses is primarily the result of an overall increase in activity at the airport supported by additional staff positions which resulted in an increase in personnel expenses of \$2.2M (27.9%). Other operating expense increases include public safety of \$889K (7.8%), contractual services of \$57K (0.3%), and other operating expenses of \$205K (23.5%). Decreases in operating expenses over the same period in the prior fiscal year include insurance and administration of \$18K (2.0%), marketing and public relations of \$198K (5.8%), materials and supplies of \$419K (42.3%), and telecommunications and utilities of \$30K (0.8%).

**Nonoperating Revenues and Expenses:** Net nonoperating revenues exceeded the same period in the prior fiscal year by \$257K (3.1%). Increased passenger carrier activity in the current period compared to the same period in the prior fiscal year resulted in PFC revenues increasing by \$262K (3.9%). CFC revenues increased by \$191K (10.6%). Interest expense decreased by \$78K (3.8%) as a result of the OIAA paying down existing debt service. Net investment income decreased by \$73K (3.6%). 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 lower than expected interest returns. Unrealized gains and losses are attributable to temporary changes in market conditions.

Capital contributions of \$11.4M were flat to prior year. 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 for the Six Months Ended December 31, 2024.

**STAFF REVIEW AND APPROVAL:**

Originator:	<u>Stephanie Burnham, Senior Finance Manager</u>
Originating Dept.:	<u>Financial Accounting &amp; Reporting</u>
Director Review:	<u>N/A</u>
Chief Review:	<u><i>Celeste Heinonen</i></u>
CFO Review:	<u><i>Celeste Heinonen</i></u>
CEO Approval:	<u><i>Atif Ekadi</i></u>

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 Commission. Hours to review are between 8:30 a.m. and 4:30 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).

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**ONTARIO INTERNATIONAL AIRPORT AUTHORITY**  
**STATEMENTS OF NET POSITION (UNAUDITED)**  
**DECEMBER 31, 2024 AND 2023**

	2024	2023
<b>ASSETS</b>		
Current Assets:		
Unrestricted Assets:		
Cash and Cash Equivalents	\$ 56,978,645	\$ 71,553,306
Accounts Receivable, Net of Allowance for Doubtful Accounts of \$584,303 and \$756,750 as of December 31, 2024 and 2023, Respectively	11,028,482	10,221,946
Grants Receivable	1,913,745	9,134,801
Leases Receivable – Current	697,748	660,171
Interest Receivable	415,439	340,904
Prepaid Expenses	3,881,434	3,762,051
Total Unrestricted Current Assets	74,915,493	95,673,179
Restricted Assets:		
Cash and Cash Equivalents	137,824,227	67,951,875
Accounts Receivable	2,241,039	2,246,944
Total Restricted Current Assets	140,065,266	70,198,819
Total Current Assets	214,980,759	165,871,998
Noncurrent Assets:		
Leases Receivable – Noncurrent	1,945,604	2,643,353
Capital Assets:		
Not Depreciated or Amortized	148,817,178	101,852,483
Depreciated and Amortized, Net of Accumulated Depreciation and Amortization of \$52,261,629 and \$39,799,884 as of December 31, 2024 and 2023, Respectively	127,934,300	121,678,626
Net Capital Assets	276,751,478	223,531,109
Total Noncurrent Assets	278,697,082	226,174,462
<b>TOTAL ASSETS</b>	<b>\$ 493,677,841</b>	<b>\$ 392,046,460</b>



**ONTARIO INTERNATIONAL AIRPORT AUTHORITY**  
**STATEMENTS OF NET POSITION (UNAUDITED) – CONTINUED**  
**DECEMBER 31, 2024 AND 2023**

	2024	2023
<b>LIABILITIES</b>		
Current Liabilities:		
Payable From Unrestricted Assets:		
Accounts Payable	\$ 1,562,702	\$ 6,578,866
Accrued Expenses	12,550,001	9,210,774
Accrued Payroll and Vacation	2,121,150	1,542,839
Accrued Interest	522,209	536,014
Customer Deposits	675,725	552,153
Due to Airlines	2,812,507	22,245,362
Unearned Revenues	5,849,872	5,880,392
Subscription Liability – Current	347,122	544,848
Current Portion of Long-Term Debt	5,820,000	5,645,000
Total Unrestricted Current Liabilities	32,261,288	52,736,248
Noncurrent Liabilities:		
Payable From Unrestricted Assets:		
Subscription Liability – Noncurrent	339,138	1,339,642
Arbitrage Liability – Noncurrent	753,537	-
Long-Term Debt:		
Bonds Payable – Series 2016	6,040,000	11,860,000
Revenue Bonds – Series 2021, Including Bond Premium of \$18,280,933 and \$19,148,919 as of December 31, 2024 and 2023, Respectively	121,620,933	122,488,919
Revolving Credit Facility	15,483,771	483,771
Total Long-Term Debt	143,144,704	134,832,690
Total Unrestricted Noncurrent Liabilities	144,237,379	136,172,332
Total Liabilities	176,498,667	188,908,580
<b>DEFERRED INFLOW OF RESOURCES</b>		
Deferred Inflow of Resources – Leases	2,643,352	3,303,524
Total Deferred Inflow of Resources	2,643,352	3,303,524
Total Liabilities and Deferred Inflow of Resources	179,142,019	192,212,104
<b>NET POSITION</b>		
Net Investment in Capital Assets	141,034,423	111,942,567
Restricted	125,377,820	39,425,180
Unrestricted	48,123,579	48,466,609
Total Net Position	314,535,822	199,834,356
<b>TOTAL LIABILITIES AND NET POSITION</b>	<b>\$ 493,677,841</b>	<b>\$ 392,046,460</b>

**ONTARIO INTERNATIONAL AIRPORT AUTHORITY**  
**STATEMENTS OF REVENUES, EXPENSES, AND CHANGES IN NET POSITION – QUARTER (UNAUDITED)**  
**FOR THE QUARTERS ENDED DECEMBER 31, 2024 AND 2023**

	FOR THE QUARTER ENDED		VARIANCE FAVORABLE		DECEMBER 31,
	DECEMBER 31, 2024		(UNFAVORABLE)		2023
	BUDGET	ACTUAL	\$	%	ACTUAL
<b>OPERATING REVENUES</b>					
Aeronautical:					
Landing Fees	\$ 4,658,740	\$ 4,686,572	\$ 27,832	0.6 %	\$ 4,147,252
Airline Terminal Rent	4,394,008	4,317,985	(76,023)	(1.7)	4,203,910
Facilities and Land Rent	4,283,059	3,859,611	(423,448)	(9.9)	3,890,213
Airline Fees	1,288,548	1,864,384	575,836	44.7	1,872,564
Total Aeronautical Revenues	14,624,355	14,728,552	104,197	0.7	14,113,939
Nonaeronautical:					
Facilities and Land Rent	682,270	330,098	(352,172)	(51.6)	313,349
Non-Airline Terminal Rent	395,222	415,818	20,596	5.2	377,201
Parking and Ground Transportation	10,140,832	10,111,766	(29,066)	(0.3)	10,152,845
Concessions:					
Rental Cars	2,464,634	2,552,488	87,854	3.6	2,302,756
Food and Beverage	899,195	835,346	(63,849)	(7.1)	674,490
Gifts and News	505,959	496,091	(9,868)	(2.0)	506,921
Advertising	248,754	422,299	173,545	69.8	367,784
Operating Grants	1,643,750	449,650	(1,194,100)	(72.6)	773,106
Other Nonaeronautical Revenues	63,340	435,964	372,624	588.3	399,495
Total Nonaeronautical Revenues	17,043,956	16,049,520	(994,436)	(5.8)	15,867,947
Total Operating Revenues	31,668,311	30,778,072	(890,239)	(2.8)	29,981,886
<b>OPERATING EXPENSES</b>					
Personnel	5,095,693	5,103,007	(7,314)	(0.1)	4,052,006
Public Safety	6,116,023	6,125,461	(9,438)	(0.2)	5,680,864
Contractual Services	11,299,537	9,392,735	1,906,802	16.9	9,027,119
Marketing and Public Relations	2,298,625	2,440,288	(141,663)	(6.2)	2,540,081
Materials and Supplies	745,775	239,496	506,279	67.9	703,496
Insurance and Administration	674,023	362,706	311,317	46.2	484,113
Telecommunications and Utilities	1,929,532	1,580,500	349,032	18.1	1,753,317
Other Operating Expenses	854,102	519,151	334,951	39.2	467,629
Total Operating Expenses	29,013,310	25,763,344	\$ 3,249,966	11.2 %	\$ 24,708,625

**ONTARIO INTERNATIONAL AIRPORT AUTHORITY**  
 STATEMENTS OF REVENUES, EXPENSES, AND CHANGES IN NET POSITION – QUARTER (UNAUDITED) – CONTINUED  
 FOR THE QUARTERS ENDED DECEMBER 31, 2024 AND 2023

	FOR THE QUARTER ENDED		VARIANCE FAVORABLE		DECEMBER 31,
	DECEMBER 31, 2024		(UNFAVORABLE)		2023
	BUDGET	ACTUAL	\$	%	ACTUAL
Net Operating Income Before Depreciation and Amortization	\$ 2,655,001	\$ 5,014,728	\$ 2,359,727	88.9 %	\$ 5,273,261
Depreciation and Amortization	3,462,553	3,034,530	428,023	12.4	2,398,861
Net Operating Income	(807,552)	1,980,198	2,787,750	345.2	2,874,400
<b>NONOPERATING REVENUES (EXPENSES)</b>					
Investment Income, Net	755,760	561,322	(194,438)	(25.7)	1,303,250
Passenger Facility Charges	4,038,428	3,202,815	(835,613)	(20.7)	3,257,843
Customer Facility Charges	1,013,097	986,140	(26,957)	(2.7)	911,584
Interest Expense	(1,154,830)	(1,154,830)	-	-	(1,035,521)
Debt Issuance Costs	-	(10,000)	(10,000)	-	(1,575)
(Loss) on Disposition of Assets	-	(10,142)	(10,142)	-	-
Other Nonoperating Expenses	-	(1,161)	(1,161)	-	500
Total Nonoperating Revenues, Net	4,652,455	3,574,144	(1,078,311)	(23.2)	4,436,081
Net Income Before Capital Contributions	3,844,903	5,554,342	1,709,439	44.5	7,310,481
<b>CAPITAL CONTRIBUTIONS</b>					
Federal Grants and Other	-	2,343,657	2,343,657	-	5,900,979
Increase in Net Position	3,844,903	7,897,999	4,053,096	105.4	13,211,460
<b>TOTAL NET POSITION – BEGINNING OF QUARTER</b>	<b>287,579,887</b>	<b>306,637,823</b>	<b>19,057,936</b>	<b>6.6</b>	<b>186,622,896</b>
<b>TOTAL NET POSITION – END OF QUARTER</b>	<b>\$ 291,424,790</b>	<b>\$ 314,535,822</b>	<b>\$ 23,111,032</b>	<b>7.9 %</b>	<b>\$ 199,834,356</b>

**ONTARIO INTERNATIONAL AIRPORT AUTHORITY**  
**STATEMENTS OF REVENUES, EXPENSES, AND CHANGES IN NET POSITION – YEAR TO DATE (UNAUDITED)**  
**FOR THE SIX MONTHS ENDED DECEMBER 31, 2024 AND 2023**

	FOR THE SIX MONTHS ENDED		VARIANCE FAVORABLE		DECEMBER 31,
	DECEMBER 31, 2024		(UNFAVORABLE)		2023
	BUDGET	ACTUAL	\$	%	ACTUAL
<b>OPERATING REVENUES</b>					
Aeronautical:					
Landing Fees	\$ 8,977,555	\$ 9,143,551	\$ 165,996	1.8 %	\$ 7,940,821
Airline Terminal Rent	8,811,313	8,670,629	(140,684)	(1.6)	8,492,252
Facilities and Land Rent	8,092,779	7,208,941	(883,838)	(10.9)	7,350,502
Airline Fees	3,565,900	3,639,184	73,284	2.1	3,691,593
Total Aeronautical Revenues	29,447,547	28,662,305	(785,242)	(2.7)	27,475,168
Nonaeronautical:					
Facilities and Land Rent	1,364,541	648,281	(716,260)	(52.5)	626,226
Non-Airline Terminal Rent	790,444	824,543	34,099	4.3	743,997
Parking and Ground Transportation	20,595,075	21,322,980	727,905	3.5	20,313,928
Concessions:					
Rental Cars	4,996,038	5,129,442	133,404	2.7	4,677,957
Food and Beverage	1,788,650	1,701,078	(87,572)	(4.9)	1,355,882
Gifts and News	1,056,643	1,065,885	9,242	0.9	1,107,463
Advertising	525,070	743,480	218,410	41.6	776,318
Operating Grants	3,287,500	6,575,000	3,287,500	100.0	6,723,810
Other Nonaeronautical Revenues	131,072	756,491	625,419	477.2	431,572
Total Nonaeronautical Revenues	34,535,033	38,767,180	4,232,147	12.3	36,757,153
Total Operating Revenues	63,982,580	67,429,485	3,446,905	5.4	64,232,321
<b>OPERATING EXPENSES</b>					
Personnel	10,191,385	9,926,935	264,450	2.6	7,762,376
Public Safety	12,232,046	12,250,920	(18,874)	(0.2)	11,361,726
Contractual Services	22,599,074	18,101,568	4,497,506	19.9	18,044,876
Marketing and Public Relations	4,597,250	3,197,584	1,399,666	30.4	3,395,651
Materials and Supplies	1,491,550	570,201	921,349	61.8	989,035
Insurance and Administration	1,348,045	915,880	432,165	32.1	934,297
Telecommunications and Utilities	3,859,065	3,698,227	160,838	4.2	3,727,837
Other Operating Expenses	1,708,205	1,077,706	630,499	36.9	872,644
Total Operating Expenses	\$ 58,026,620	\$ 49,739,021	\$ 8,287,599	14.3 %	\$ 47,088,442

**ONTARIO INTERNATIONAL AIRPORT AUTHORITY**  
 STATEMENTS OF REVENUES, EXPENSES, AND CHANGES IN NET POSITION – YEAR TO DATE (UNAUDITED) – CONTINUED  
 FOR THE SIX MONTHS ENDED DECEMBER 31, 2024 AND 2023

	FOR THE SIX MONTHS ENDED DECEMBER 31, 2024		VARIANCE FAVORABLE (UNFAVORABLE)		DECEMBER 31, 2023
	BUDGET	ACTUAL	\$	%	ACTUAL
Net Operating Income Before Depreciation and Amortization	\$ 5,955,960	\$ 17,690,464	\$ 11,734,504	197.0 %	\$ 17,143,879
Depreciation and Amortization	6,925,106	6,075,154	849,952	12.3	4,577,947
Net Operating Income (Loss)	(969,146)	11,615,310	12,584,456	1,298.5	12,565,932
<b>NONOPERATING REVENUES (EXPENSES)</b>					
Investment Income, Net	1,511,520	1,921,323	409,803	27.1	1,994,074
Passenger Facility Charges	8,117,284	6,903,482	(1,213,802)	(15.0)	6,641,921
Customer Facility Charges	2,036,336	1,987,516	(48,820)	(2.4)	1,796,562
Interest Expense	(2,150,938)	(2,150,938)	-	-	(2,072,579)
Debt Issuance Costs	-	(10,000)	(10,000)	-	-
Gain (Loss) on Disposition of Assets	-	(10,142)	(10,142)	-	23,005
Other Nonoperating Expenses	-	(1,161)	(1,161)	-	-
Total Nonoperating Revenues, Net	9,514,202	8,640,080	(874,122)	(9.2)	8,382,983
Net Income Before Capital Contributions	8,545,056	20,255,390	11,710,334	137.0	20,948,915
<b>CAPITAL CONTRIBUTIONS</b>					
Federal Grants and Other	-	11,400,698	11,400,698	-	11,446,023
Increase in Net Position	8,545,056	31,656,088	23,111,032	270.5	32,394,938
<b>TOTAL NET POSITION – BEGINNING OF PERIOD</b>	<b>282,879,734</b>	<b>282,879,734</b>	<b>-</b>	<b>-</b>	<b>167,439,418</b>
<b>TOTAL NET POSITION – END OF PERIOD</b>	<b>\$ 291,424,790</b>	<b>\$ 314,535,822</b>	<b>\$ 23,111,032</b>	<b>7.9 %</b>	<b>\$ 199,834,356</b>

**ONTARIO INTERNATIONAL AIRPORT AUTHORITY**  
**SUPPLEMENTAL SCHEDULES OF REVENUES, EXPENSES, AND CHANGES IN NET POSITION – BY QUARTER (UNAUDITED)**  
**FOR THE YEAR ENDING JUNE 30, 2025**

	FOR THE QUARTERS ENDED				FOR THE YEAR
	SEPTEMBER	DECEMBER	MARCH 31,	JUNE 30,	ENDING
	30, 2024	31, 2024	2025	2025	JUNE 30,
	ACTUAL	ACTUAL	ACTUAL	ACTUAL	ACTUAL
<b>OPERATING REVENUES</b>					
Aeronautical:					
Landing Fees	\$ 4,456,979	\$ 4,686,572	\$ -	\$ -	\$ 9,143,551
Airline Terminal Rent	4,352,644	4,317,985	-	-	8,670,629
Facilities and Land Rent	3,349,330	3,859,611	-	-	7,208,941
Airline Fees	1,774,800	1,864,384	-	-	3,639,184
Total Aeronautical Revenues	13,933,753	14,728,552	-	-	28,662,305
Nonaeronautical:					
Facilities and Land Rent	318,183	330,098	-	-	648,281
Non-Airline Terminal Rent	408,725	415,818	-	-	824,543
Parking and Ground Transportation	11,211,214	10,111,766	-	-	21,322,980
Concessions:					
Rental Cars	2,576,954	2,552,488	-	-	5,129,442
Food and Beverage	865,732	835,346	-	-	1,701,078
Gifts and News	569,794	496,091	-	-	1,065,885
Advertising	321,181	422,299	-	-	743,480
Operating Grants	6,125,350	449,650	-	-	6,575,000
Other Nonaeronautical Revenues	320,527	435,964	-	-	756,491
Total Nonaeronautical Revenues	22,717,660	16,049,520	-	-	38,767,180
Total Operating Revenues	36,651,413	30,778,072	-	-	67,429,485
<b>OPERATING EXPENSES</b>					
Personnel	4,823,928	5,103,007	-	-	9,926,935
Public Safety	6,125,459	6,125,461	-	-	12,250,920
Contractual Services	8,708,833	9,392,735	-	-	18,101,568
Marketing and Public Relations	757,296	2,440,288	-	-	3,197,584
Materials and Supplies	330,705	239,496	-	-	570,201
Insurance and Administration	553,174	362,706	-	-	915,880
Telecommunications and Utilities	2,117,727	1,580,500	-	-	3,698,227
Other Operating Expenses	558,555	519,151	-	-	1,077,706
Total Operating Expenses	\$ 23,975,677	\$ 25,763,344	\$ -	\$ -	\$ 49,739,021

**ONTARIO INTERNATIONAL AIRPORT AUTHORITY**  
**SUPPLEMENTAL SCHEDULES OF REVENUES, EXPENSES, AND CHANGES IN NET POSITION – BY QUARTER –**  
**(UNAUDITED) – CONTINUED**  
**FOR THE YEAR ENDING JUNE 30, 2025**

	FOR THE QUARTERS ENDED			FOR THE YEAR ENDING JUNE 30, 2025 ACTUAL	
	SEPTEMBER 30, 2024 ACTUAL	DECEMBER 31, 2024 ACTUAL	MARCH 31, 2025 ACTUAL		JUNE 30, 2025 ACTUAL
Net Operating Income Before Depreciation and Amortization	\$ 12,675,736	\$ 5,014,728	\$ -	\$ -	\$ 17,690,464
Depreciation and Amortization	3,040,624	3,034,530	-	-	6,075,154
Net Operating Income	9,635,112	1,980,198	-	-	11,615,310
<b>NONOPERATING REVENUES (EXPENSES)</b>					
Investment Income, Net	1,360,001	561,322	-	-	1,921,323
Passenger Facility Charges	3,700,667	3,202,815	-	-	6,903,482
Customer Facility Charges	1,001,376	986,140	-	-	1,987,516
Interest Expense	(996,108)	(1,154,830)	-	-	(2,150,938)
Debt Issuance Costs	-	(10,000)	-	-	(10,000)
Gain on Disposition of Assets	-	(10,142)	-	-	(10,142)
Other Nonoperating Expenses	-	(1,161)	-	-	(1,161)
Total Nonoperating Revenues, Net	5,065,936	3,574,144	-	-	8,640,080
Net Income Before Capital Contributions	14,701,048	5,554,342	-	-	20,255,390
<b>CAPITAL CONTRIBUTIONS</b>					
Federal Grants and Other	9,057,041	2,343,657	-	-	11,400,698
Increase in Net Position	23,758,089	7,897,999	-	-	31,656,088
<b>TOTAL NET POSITION – BEGINNING OF QUARTER</b>	<b>282,879,734</b>	<b>306,637,823</b>	<b>314,535,822</b>	<b>314,535,822</b>	<b>282,879,734</b>
<b>TOTAL NET POSITION – END OF QUARTER</b>	<b>\$ 306,637,823</b>	<b>\$ 314,535,822</b>	<b>\$ 314,535,822</b>	<b>\$ 314,535,822</b>	<b>\$ 314,535,822</b>

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**MEETING DATE:** FEBRUARY 27, 2025

**SUBJECT:** INVESTMENT REPORT FOR THE SIX MONTHS ENDED DECEMBER 31, 2024

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

**RECOMMENDED ACTION(S):** Receive and file the investment report for the six months ended December 31, 2024.

**FISCAL IMPACT SUMMARY:** As of and for the six months ended December 31, 2024, 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 \$35,433,748, an increase of \$329,836 from the FMV as of September 30, 2024, and an increase of \$1,719,117 from the FMV as of December 31, 2023.

Interest earned on the LAIF investment for the six months ended December 31, 2024, totaled \$412,260. No additional investments in or distributions from LAIF funds were made during the six months ended December 31, 2024.

**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 LAIF.

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, 2025
	September 30, 2024	December 31, 2024	March 31, 2025	June 30, 2025	
FMV End of Quarter	\$ 35,103,912	\$ 35,433,748			\$ 35,433,748
Interest Receivable	\$ 415,439	\$ 412,260			\$ 412,260
Interest Earned	\$ 415,439	\$ 412,260			\$ 827,699
Unrealized Gain (Loss)	\$ 199,819	\$ (85,603)			\$ 114,216

**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 REVIEW AND APPROVAL:**

Originator:	<u>Stephanie Burnham, Senior Finance Manager</u>
Originating Dept.:	<u>Financial Accounting &amp; Reporting</u>
Director Review:	<u>N/A</u>
Chief Review:	<u><i>Celeste Heinonen</i></u>
CFO Review:	<u><i>Celeste Heinonen</i></u>
CEO Approval:	<u><i>Atif Elkadi</i></u>

This Agenda Report has been reviewed by OIAA General Counsel.

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**MEETING DATE:** FEBRUARY 27, 2025

**SUBJECT:** CONTRACT WITH SULLY MILLER CONTRACTING COMPANY FOR THE AIRPORT DRIVE REHABILITATION PROJECT

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

**RECOMMENDED ACTION(S):** Authorize the Chief Executive Officer (CEO) to execute a contract with Sully Miller Contracting Company in the amount of \$6,173,000 for the Airport Drive Rehabilitation Project; approve a potential construction contingency up to 15% of the overall contract amount with Sully Miller Contracting Company; and approve the amount of \$1,021,773 for separate program and construction management (PMCM) services to be provided by KDG Construction Consulting for this work.

**FISCAL IMPACT SUMMARY:** The project and budget amount of \$8,000,000 for the Airport Drive Rehabilitation portion of the project was approved via the Majority of Interest (FY 2022 MII) process on April 29, 2022. The project and budget amount of \$3,250,000 for the Water Consumption Reduction portion of the project was approved via the Majority of Interest (FY 2024 MII) process on August 30, 2024. The combined funding for both project portions is accounted for in the Ontario International Airport Authority (OIAA) Fiscal Year 2024-2025 capital budget and is not expected to exceed \$11,250,000, the approved combined budget amount, and will be paid with funds from the revolving credit facility, with the exception of any non-AMT funds which will be drawn from the remaining portion of the 2021 Bond Funds Series A..

**BACKGROUND:** This section of Airport Drive was constructed by LAWA in 1998 as part of the construction of Terminals 2 and 4. While it is a public roadway, its sole purpose is to provide access to Airport facilities and it is owned, operated, and maintained by the OIAA for that purpose. Per the "Pavement Management Program (PMP) Report: Landside", dated October 2019 by RS&H, the pavement areas that scored the lowest Pavement Condition Index (PCI) ratings are located on the westbound lanes of Airport Drive between Archibald Avenue and Haven Avenue. In this area, there are segments of pavement in need of either rehabilitation or total reconstruction.

The rehabilitation of Airport Drive is essential for passenger and ground transportation/airport shuttle access to the ONT Terminals and Rental Car (CONRAC) areas, and for other stakeholders to access facilities at ONT, including FedEx, Police, airport cargo and support. The project consists of rehabilitating the pavement along Airport Drive from the Cucamonga Channel to Haven Avenue on both the westbound and eastbound lanes. Pavement improvements include, but are not limited to, crack repair, seal coat, mill and overlay and full pavement replacement. Additionally, this project will serve to extend a "reclaimed" water line connection from the intersection of Archibald Ave. and E. Guasti Road down to the airport (along E. Airport Dr. between the Cucamonga Channel and S. Haven Ave.). Extending the reclaimed water line connection along E. Airport Dr. will allow for more sustainable landscape irrigation on both the north and south sides of E. Airport Dr. This

connection will also allow for additional future landscape irrigation and uses such as possible flush water and cooling tower makeup.

**PROCUREMENT:** The Invitation for Bid (IFB) 220608016 for Airport Drive Rehabilitation advertised on October 25, 2024. Three (3) bids were received on December 5, 2024. After OIAA Procurement vetted the Administrative Requirements, Sully Miller was determined to be the lowest responsive and responsible bidder for the project. Therefore, staff recommends Sully Miller for award of this contract.

**CEQA COMPLIANCE AND LAND USE APPROVALS:** The proposed project has a CEQA Categorical Exemption that was filed with the County Clerk's office on February 5, 2024. Review under the National Environmental Protection Agency (NEPA) is not required and is non-applicable.

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

**IMPACT ON OPERATIONS:** To mitigate and minimize the impacts to Airport Drive, the project includes detailed and complex phasing, including the roadway and reclaimed waterline, that allows lane closures and work area shutdowns to perform the construction while maintaining easterly and westerly traffic flow during the entire construction duration.

**SCHEDULE:** The duration of the construction including the detailed and complex phasing has an anticipated duration of 10 months.

**ATTACHMENTS:** N/A

**STAFF REVIEW AND APPROVAL:**

Originator:	Keith Owens, Director of Program Management
Originating Dept.:	Capital Development
Director Review:	<i>Keith A. Owens</i>
Chief Review:	<i>Marissa Sanchez</i>
CFO Review:	<i>Celeste Heinonen</i>
CEO Approval:	<i>Atif Okadi</i>

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**MEETING DATE:** FEBRUARY 27, 2025

**SUBJECT:** CONTRACT WITH CALTEC CORPORATION FOR THE SECURITY SCREENING CHECKPOINT EXPANSION PROJECT

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

**RECOMMENDED ACTION(S):** Authorize the Chief Executive Officer (CEO) to execute a contract with CALTEC Corporation in the amount of \$6,827,000 for the Security Screening Check Point (SSCP) Expansion Project; approve a possible construction contingency up to 15% of the overall contract amount with CALTEC Corporation; and approve the amount of \$557,858 for separate program and construction management (PMCM) services to be provided by KDG Construction Consulting for the work.

**FISCAL IMPACT SUMMARY:** The project and budget amount of \$3,085,000 was approved via the Majority of Interest (FY 2022 MII) process on April 29, 2022, and subsequently approved via the FY 2023 MII process on September 29, 2023, for the new total amount of \$11,340,000. The funding for this project is accounted for in the Ontario International Airport Authority (OIAA) Fiscal Year 2024-2025 capital budget and is not expected to exceed \$11,340,000, the approved budget amount, and will be paid for with funding from the revolving credit facility and Federal Aviation Administration (FAA) Airport Terminals Program funds. The OIAA has been given notification of award for a FAA Airport Terminals Program (ATP) grant in the amount of \$7,072,000.00 for this project.

**BACKGROUND:** The passenger security checkpoints for the existing passenger terminals 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 TSA will get relocated and upgraded breakrooms in accordance with the latest GSA standards.

The SSCP project will include two screening lanes in Terminal 2 and an additional screening lane in Terminal 4 security checkpoints by relocating the exit corridor. The project constructs new secure area exit corridors, new TSA officer breakrooms, and enlarged family restrooms with new ADA-compliant adult changing tables in each terminal. The exit corridors will be positioned west of the terminal security screening areas and include new CCTV and Backflow Alarm System. The project involves the relocation of the TSA Manager's Station and Screening Room closer to the windows at both Terminal 2 and Terminal 4. Replacement of document check podiums with CAT scanners for a total of 11 units at each terminal checkpoint. Modifications to and adjustments of existing CCTV, electrical systems, communications, and lighting to accommodate new and modified screening lanes at both checkpoints.

**PROCUREMENT:** The Invitation for Bid (IFB) # 202204006 for Security Screening Checkpoint Expansion advertised on November 15, 2024. Five (5) bids were received on December 20, 2024. After OIAA Procurement vetted the administrative requirements of the bidders, CALTEC Corporation was determined to be the lowest responsive and responsible bidder for the project. Therefore, staff recommends CALTEC Corporation for award of this contract.

**CEQA COMPLIANCE AND LAND USE APPROVALS:** The proposed project is exempt under CEQA and does not require environmental review. However, the National Environmental Protection Agency (NEPA) is required, and the Categorical Exclusion was approved on December 17, 2022.

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

**IMPACT ON OPERATIONS:** To mitigate and minimize the impacts to the security screening operations, the project includes phasing that allows work area shutdowns to conduct the construction while keeping security screening open to maintain operations at the check point.

**SCHEDULE:** The duration of the construction, which includes phasing for both Terminal 2 and Terminal 4, has an anticipated duration of 18 months.

**ATTACHMENTS:** N/A

**STAFF REVIEW AND APPROVAL:**

Originator:	<u>Keith Owens, Director of Program Management</u>
Originating Dept.:	<u>Capital Development</u>
Director Review:	<u><i>Keith A Owens</i></u>
Chief Review:	<u><i>Marissa Sanchez</i></u>
CFO Review:	<u><i>Celeste Heinonen</i></u>
CEO Approval:	<u><i>Atif Elkadi</i></u>

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**MEETING DATE:** FEBRUARY 27, 2025

**SUBJECT:** AGREEMENT WITH ENVIRONMENTAL SYSTEMS RESEARCH INSTITUTE, INC. FOR THE SAFETY MANAGEMENT AND WILDLIFE PROGRAM CONFIGURATION

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

**RECOMMENDED ACTION(S):** Authorize the Chief Executive Officer (CEO) to execute an agreement with Environmental Systems Research Institute, Inc. (ESRI) in the amount of \$400,000 for the Safety Management System (SMS) software solution; and approve the amount of \$234,000 for SMS and Wildlife Program development; with option for additional compensation to be determined in a possible amendment to the agreement.

**FISCAL IMPACT SUMMARY:** The requested \$400,000 includes options for staff to include system enhancements as needed to ensure the SMS and Wildlife Observation solutions remain in line with regulatory requirements. The cost of the SMS development program is \$178,000 and the wildlife program development is \$56,000, for a total of \$234,000. Funds for this contract are included in the Fiscal Year 2024-2025 budget. Possible funding for subsequent years will be requested through the annual budget process.

**BACKGROUND:** In April of 2023, the Federal Aviation Administration (FAA) mandates the implementation of SMS to enhance safety practices and ensure that airports proactively identify and mitigate potential risks, improve safety culture, and comply with regulatory standards aimed at reducing accidents and incidents in the aviation industry. Acquiring a system will allow ONT's SMS to proactively and efficiently manage and track safety risks, improve decision-making through data, and meet FAA requirements. Under the FAA Advisory Circular 150/5200-37A, three (3) of the four (4) aspects for SMS will be managed within ESRI: Safety Risk Management, Safety Assurance and Safety Promotion. Additionally, airports are regulated by Part 139 section 139.337 to ensure proper and thorough reporting of any wildlife activities at the airport. ESRI will provide software solutions to meet the requirements of the Advisory Circular and Part 139. This will ultimately assist in reducing risks and ensuring operational efficiencies. Both systems will integrate with airport operation systems to create a seamless and interconnected solution.

**PROCUREMENT:** OIAA is entering into an agreement with ESRI for services based on the State of California Leveraged Procurement Agreement (LPA) (MSA 5-22-70-25-115). The LPA allows state and local government agencies to piggyback on the State's purchasing power to get contracted services for competitive rates.

**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 REVIEW AND APPROVAL:**

Originator:	<u>Dennis Anderson, Director of Operations</u>
Originating Dept.:	<u>Operations &amp; Maintenance Division</u>
Director Review:	<u><i>Dennis Anderson</i></u>
Chief Review:	<u><i>James Kesler</i></u>
CFO Review:	<u><i>Celeste Heinonen</i></u>
CEO Approval:	<u><i>Atif Elkadi</i></u>

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**MEETING DATE:** FEBRUARY 27, 2025

**SUBJECT:** ACCEPTANCE OF FEDERAL AVIATION ADMINISTRATION FISCAL YEAR 2025 AIRPORT TERMINAL PROGRAM GRANT

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

**RECOMMENDED ACTION(S):** Authorize the Chief Executive Officer (CEO) to accept grant funding from the Federal Aviation Administration (FAA) in the amount of \$7,072,000.00, provided through the Airport Terminal Program (ATP), for the federal share of an eligible project at Ontario International Airport; and authorize the CEO to execute the grant agreements, along with all terms, conditions, and required documents as stipulated by the grant agreement. This grant supports the construction phase for the Security Screening Checkpoint (SSCP) Expansion project.

**FISCAL IMPACT SUMMARY:** The project and Capital Improvement Program (CIP) budget for this FAA grant are as follows: Construction for the SSCP project - \$11,340,000.00. This construction budget was established for the Airport Terminal Program (ACIP) submission to the FAA. Funding for the checkpoint expansion project is included in the Ontario International Airport Authority (OIAA) Fiscal Year 2024-2025 capital budget. The ATP Grant provides \$7,072,000.00, covering the FAA's maximum 80.59% contribution toward the CIP budget amount for the project.

**BACKGROUND:** The Infrastructure Investment and Jobs Act (Pub. L. 117-58), November 15, 2021, "Bipartisan Infrastructure Law," or BIL) provides \$1 billion annually for FY 2022-2026. ATP grants are awarded on a competitive basis, per statute, to upgrade, modernize, and rebuild our nation's airport terminals and airport-owned Airport Traffic Control Towers (ATCTs). The ATP grant objective is to address aging airport infrastructure; bring airport facilities into conformity with current standards; construct, modify, or expand facilities as necessary to meet demonstrated aeronautical demand; enhancing environmental sustainability; encouraging actual and potential competition; and providing a balanced system of airports to support civil aeronautical demand.

The OIAA submitted to the FAA a project application for the project construction for the SSCP expansion project. The Fiscal Year 2025 ATP announcement was made in October 2024.

**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 REVIEW AND APPROVAL:**

Originator:	Keith Owens, Director of Program Management
Originating Dept.:	Capital Development
Director Review:	<i>Keith A Owens</i>
Chief Review:	<i>Marissa Sanchez</i>
CFO Review:	<i>Celeste Heinonen</i>
CEO Approval:	<i>Atif Elkadi</i>

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**MEETING DATE:** FEBRUARY 27, 2025

**SUBJECT:** AGREEMENT WITH THE COUNTY OF SAN BERNARDINO FOR THE TERMINAL JET BRIDGE CLOSED CIRCUIT TELEVISION (CCTV) UPGRADE PROJECT

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

**RECOMMENDED ACTION(S):** Authorize the Chief Executive Officer (CEO) to execute an agreement with the County of San Bernardino for \$250,000 for upgrade of the current terminal Jet Bridge Closed Circuit Television (CCTV) System.

**FISCAL IMPACT SUMMARY:** If approved, the Ontario International Airport Authority will receive \$250,000 from San Bernardino County towards the completion of upgrades of the CCTV System.

**BACKGROUND:** The OIAA has recognized the need for improving security at the Airport to upgrade the Closed-Circuit Television System (CCTV) to include procurement of hardware, and software integration services and data migration (“Project”). The CCTV system is used by Law Enforcement, TSA, and security to monitor public and non-public areas of the terminals providing personnel the ability to securely operate, enforce, and review airport security operations.

**PROCUREMENT:** Through this agreement, the County would contribute to the Project utilizing \$250,000 in funds during the 2025/26 budget process when approved by the San Bernardino County Board of Supervisors.

**CEQA COMPLIANCE AND LAND USE APPROVALS:** The subject activity is not a project within the meaning of the California Environmental Quality Act (CEQA) Guidelines Section 15378(b) and is therefore not subject to review under CEQA.

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

**IMPACT ON OPERATIONS:** N/A

**SCHEDULE:** N/A

**ATTACHMENTS:** N/A

**STAFF REVIEW AND APPROVAL:**

Originator:	<u>Dean Brown, Public Safety Administrator</u>
Originating Dept.:	<u>Information Technology and Security</u>
Director Review:	<u>N/A</u>
Chief Review:	<u><i>Charles Miwa</i></u>
CFO Review:	<u><i>Celeste Heinonen</i></u>
CEO Approval:	<u><i>Atif Ekadi</i></u>

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**MEETING DATE:** FEBRUARY 27, 2025

**SUBJECT:** AGREEMENT WITH BIRDI SYSTEMS INC. FOR SUPPORT AND MAINTENANCE SERVICES FOR THE ACCESS CONTROL ALARM MONITORING SYSTEM (ACAMS), BADGING/CREDENTIALLING, PANIC/DURESS, AED ALARM, AND INTERCOM SYSTEMS

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

**RECOMMENDED ACTION(S):** Authorize the Chief Executive Officer (CEO) to execute an agreement with Birdi Systems Inc. for support and maintenance services for the Access Control Alarm Monitoring System (ACAMS), Badging/Credentialling, Panic/Duress, AED Alarm, and Intercom Systems; approve a 3-year contract with two one-year extensions, for a not to exceed amount of \$1,970,918.51; additionally, approve a contingency fund of \$100,000.00 per year allocated toward inventory, replacement parts, modifications, further developments, and enhancements.

**FISCAL IMPACT SUMMARY:** Funds for this contract are included in the Fiscal Year 2024-2025 budget. Possible funding for subsequent years will be requested through the annual budget process.

**BACKGROUND:** In direct support of the Ontario International Airport’s Airport Security Program (ASP), the ACAMS, to include associated hardware and software, is an access control program consisting of multiple systems and subsystems implemented to effectively manage access control in accordance with TSA Regulations; specifically, the requirements of 49 Code of Federal Regulations §1542.207(a)(1)-(3).

**PROCUREMENT:** On October 25, 2024, the OIAA issued a Request for Proposal (RFP) to provide Support and Maintenance Services for the ACAMS, Badging/Credentialling, Panic/Duress, AED Alarm, and Intercom Systems for the Airport Security Department. The deadline for proposal submissions was December 9, 2024, by which time one (1) responsive proposal was received from the incumbent provider. The RFP evaluation panel thoroughly reviewed and scored the submitted proposal, subsequently recommending that the firm be awarded the contract to Birdi Systems Inc.

**CEQA COMPLIANCE AND LAND USE APPROVALS:** The proposed staffing services decision is not a “project” under CEQA and does not require environmental review. To the extent the staffing services decision could be deemed a “project” for purposes of CEQA, it would be Categorically Exempt (Class 1) from the provisions of CEQA pursuant to (1) CEQA Guidelines section 15309 for project inspection services, (2) CEQA Guidelines section 15301 for the operations, repair, maintenance, permitting, or minor alteration of existing structures or facilities involving negligible or no expansion of use beyond that existing at the time of the lead agency’s determination, and CEQA Guidelines section 15303 for new construction, installation or conversion of a limited number of small structures, facilities or equipment.

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

**IMPACT ON OPERATIONS:** ACAMS is a critical airport system, and no unscheduled downtime is anticipated at any time, for any purposes.

**SCHEDULE:** Birdi Systems, Inc. is the incumbent ACAMS support and maintenance contractor. The existing contract, SCONT-000671, expires March 12, 2025. Upon Commission approval, this contract will be executed on March 13, 2025.

**ATTACHMENTS:** N/A

**STAFF REVIEW AND APPROVAL:**

Originator:	Dave Mousaw, Senior Manager Airport Security
Originating Dept.:	Information Technology Division
Director Review:	N/A
Chief Review:	<i>Charles Miwa</i>
CFO Review:	<i>Celeste Heinonen</i>
CEO Approval:	<i>Atif Okadi</i>

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**MEETING DATE:** FEBRUARY 27, 2025

**SUBJECT:** APPROVAL OF CEQA CATEGORICAL EXEMPTIONS FOR THE VEHICLE SERVICE ROAD RECONSTRUCTION PROJECT, AND AMENDMENT TO THE CONTRACT WITH COFFMAN SPECIALTIES, INC. FOR TERMINAL 1 APRON REHABILITATION PROJECT TO INCLUDE THE VEHICLE SERVICE ROAD RECONSTRUCTION (BEYOND RWYS 26L AND 26R) PROJECT SCOPE.

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

**RECOMMENDED ACTION(S):** Approve CEQA Categorical Exemptions for reconstructing the Vehicle Service Road (VSR) (beyond RWYs 26R and 26L), and authorize the Chief Executive Officer (CEO) to amend the contract with Coffman Specialties, Inc. for the Terminal (T1) Apron Rehabilitation Project, to include the additional scope of reconstructing the VSR project (Beyond RWYs 26R and 26L) and execute budget amendment to the contract, for related construction services in the amount of \$785,169, increasing total contract amount from \$10,391,420 to \$11,176,589.

**FISCAL IMPACT SUMMARY:** The Terminal 1 Apron Rehabilitation project and budget amount of \$12,500,000, was approved via the OIAA Commission approval of FY 2023 Budget & Capital Improvements on June 23, 2022, and Majority of Interest (MII) process on January 18, 2023. The Vehicle Service Road Reconstruction project and budget amount of \$700,000, was also approved via these processes on the same dates, bringing the combined total for both projects to \$13,200,000. Therefore, the requested change order for a total of \$785,169 for the Vehicle Service Road Reconstruction project will be covered within the combined total budget of \$13,200,000.

The funding for this project is accounted for in the Ontario International Airport Authority (OIAA) Fiscal Year 2023 capital budget and will be paid with funds from the revolving credit facility.

**BACKGROUND:** During the recent Pavement Evaluation Study, as outlined in the Pavement Management Plan (PMP) Report, the Pavement Condition Index (PCI) for the majority of the VSR was found to be in poor condition. The pavement has deteriorated significantly, to the point where standard crack sealing or slurry sealing is no longer sufficient to restore its structural integrity. This section of the VSR, located east of runways 26R and 26L, is heavily trafficked by fuel trucks and other airport operations, making it a critical area for repair. The poor condition of this roadway has created unsafe conditions that could potentially disrupt airport operations and pose hazards to vehicular movement.

Based on the poor pavement condition, the OIAA proposes the VSR Reconstruction project to improve the pavement condition of the VSR to ensure the safety and efficiency of airside operational vehicle movement. The project would involve reconstructing approximately 2,000 linear feet of the existing VSR by demolishing degraded pavement, installing new asphalt concrete layers designed for existing and future airside vehicle

traffic, and adding pavement marking and striping. Construction would occur within the existing VSR alignment, with environmental and safety best management practices (BMPs) implemented for the project to minimize disruptions and ensure regulatory compliance.

The VSR serves as a critical pathway for refueling trucks, ground support equipment, and maintenance, safety, and security vehicles within the ONT air operations area (AOA). Given the urgency of addressing the pavement replacement issues and to minimize overall costs, it has been recommended to include this portion of the VSR rehabilitation in the ongoing Terminal 1 Apron rehabilitation project. By consolidating the two efforts, repairs can be expedited, and economies of scale and cost savings can be realized. The goal of this project is to restore the VSR to a safe, hazard-free condition, ensuring smooth, reliable access for both fuel trucks and general airport traffic. A properly constructed, well-maintained VSR is essential for maintaining safe and efficient airport operations.

The reconstructed VSR will have substantially the same use, purpose and capacity, in the same location, as the deteriorated VSR pavement that is being replaced.

**PROCUREMENT:** OIAA awarded the initial T1 Apron contract to Coffman Specialties, Inc. on August 22, 2024. The award was based on a Notice Inviting Bids (NIB) advertised from May 31, 2024, to July 12, 2024. During the initial advertisement of the project, the VSR was considered a separate procurement. As the state of the VSR pavement continues to decline, and given its relevance and proximity to the Terminal 1 Apron project, staff consulted with Legal to confirm that seeking competition for the VSR work would not produce an advantage for the Airport. Counsel agreed that a sole source to Coffman Specialties for the VSR work was valid under these circumstances, as the Authority was likely to realize savings and increased safety by not having a new contractor mobilize, and by not having multiple contractors in adjacent space. .

**CEQA COMPLIANCE AND LAND USE APPROVALS:** CEQA Categorical Exemptions (Class 1 and Class 2), reconstruction of existing pavement, in the same location and site, with no change in land use or increase in Airport capacity. Further explanation and information supporting the approval of the CEQA Categorical Exemptions from CEQA review pursuant to CEQA Guidelines sections 15301 and 15302 is found at attachments to this Agenda Report.

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

**IMPACT ON OPERATIONS:** This project includes the reconstruction of the VSR, which is a designated roadway on the airside portion of the airport specifically for the movement of refueling vehicles, ground support equipment, and operational vehicles used by all airfield operators. This section of the VSR is anticipated to be closed during construction and traffic will be re-directed to the western side of the VSR for all operational needs.

**SCHEDULE:** Construction of the project is anticipated to begin in March 2025 and be completed and back in service in April 2025.

**ATTACHMENTS:**

1. Explanation of Categorical Exemptions Pursuant to the California Environmental Quality Act for the Vehicle Service Road Reconstruction Project
2. Vehicle Service Road Construction Project, Airfield Pavement Evaluation, 2020
3. Notice of Exemption, Vehicle Service Road Construction Project

**STAFF REVIEW AND APPROVAL:**

Originator:	<u>Michael Bishara, Director of Capital Project Delivery</u>
Originating Dept.:	<u>Capital Development</u>
Director Review:	<u><i>Michael B.</i></u>
Chief Review:	<u><i>Marissa Sanchez</i></u>
CFO Review:	<u><i>Celeste Heinonen</i></u>
CEO Approval:	<u><i>Atif Okadi</i></u>

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 Commission. Hours to review are between 8:30 a.m. and 4:30 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).



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## Ontario International Airport Administration Offices

1923 E. Avion Street, Ontario, CA 91761

**ALAN D. WAPNER**  
President

**CURT HAGMAN**  
Vice President

**RONALD O. LOVERIDGE**  
Treasurer

**JIM W. BOWMAN**  
Secretary

**JULIA GOUW**  
Commissioner

**ATIF J. ELKADI**  
Chief Executive Officer

**LORI D. BALLANCE**  
General Counsel

**FEBRUARY 27, 2025**

## Attachment 1 – Vehicle Service Road Reconstruction Project

### Explanation of Categorical Exemptions Pursuant to the California Environmental Quality Act for the Vehicle Service Road Reconstruction Project.

#### Introduction

The Ontario International Airport Authority (OIAA or Authority), as the owner and operator of Ontario International Airport (ONT or Airport), located in the City of Ontario, California, proposes the Vehicle Service Road (VSR) Reconstruction project (Proposed Project) to improve the pavement condition of the VSR to ensure the safety and efficiency of airside operational vehicle movement. All design, demolition, and construction associated with the Proposed Project is categorically exempt from further California Environmental Quality Act (CEQA), per CEQA Guidelines Sections 15301 – 15302<sup>1</sup> to complete all necessary design, permitting, demolition, and construction of the Proposed Project.

#### Existing Conditions of the VSR

The VSR serves as a critical pathway for refueling trucks, ground support equipment, and maintenance, safety, and security vehicles within the ONT air operations area (AOA). The Authority prepared the *Pavement Management Program (PMP) Report: Airside* (PMP Report) in March 2020, which documented results from an airfield pavement survey identifying existing (as of 2018) and future pavement condition index (PCI) scores.<sup>2</sup> According to the PMP Report, the PCI for a majority of the easterly portion of the VSR is rated as poor (see **Exhibit 1**). The pavement has deteriorated to the extent that standard maintenance methods, such as crack sealing or slurry sealing, are inadequate. Conditions are expected to have deteriorated further since the PMP Report was completed and likely yield lower PCI scores as of 2024

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

<sup>2</sup> RS&H, *Ontario International Airport, Pavement Management Program (PMP) Report: Airside*, March 2020.

than were recorded in 2018. The current conditions pose potential safety hazards and operational inefficiencies for aircraft and ground vehicles.

### Proposed Project

The Proposed Project would involve the comprehensive reconstruction of the VSR. This includes:

- Demolition and removal of approximately 2,000-linear-feet of existing degraded pavement down to the roadway base
- Reconstruction of deteriorated existing VSR pavement using asphalt concrete (AC) pavement
- Installation of new pavement layers designed to withstand the specific loads and operational demands of the existing and future airside vehicle traffic
- Pavement marking and striping

Excavation would be limited to previously disturbed areas within the existing VSR alignment. Environmental and safety best management practices (BMPs) would be in place for the Proposed Project to avoid and/or minimize disruption to Airport operations and ensure compliance with regulatory requirements.

### Construction

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

- Light- and medium-duty vehicles
  - Pickup trucks
  - Dump trucks
  - Milling equipment
  - Roller machine
  - AC paving machine

The Authority currently operates a construction storage and staging area southwest of the intersection of Airport Drive and Vineyard Avenue. Construction staging for the Proposed Project would occur on airport property at an existing Airport storage area south of the runways. Construction access to the proposed project site would be accommodated from the storage and staging area via a secured access gate approximately 250 feet west of the South Secured Area Access Point. The construction haul route would be via Airport Drive, which provides access to the local and regional surface transportation network and Interstate 10, located north of the proposed project area. All construction materials would be procured through available local and regional sources within the southern California region. Demolished materials would be tested and either diverted to recycling facilities or disposed of in the appropriate off-site facility.

### Schedule

Construction of the Proposed Project would begin in Quarter 1 of calendar year 2025. Construction would occur over a period of approximately two months, comprising mobilization, demolition, excavation, paving, and closeout. OIAA would schedule construction, as needed, to avoid or minimize impacts to aircraft operations to the extent feasible, including scheduling night-time work.

### Project Need

The VSR is essential for the safe and efficient movement of operational vehicles on the airside of ONT. The 2020 PMP Report indicated that the targeted VSR segment would deteriorate to unacceptable levels by 2029 if not addressed. This reconstruction project is necessary to enhance the pavement condition, ensuring continued safe operations and avoiding

future costly emergency repairs.

### Categorical Exemption(s) Under CEQA

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. As the Proposed Project would comply with applicable federal, state, and local regulations, and would implement environmental and safety BMPs, 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, 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:

- 14 California Code of Regulations (CCR) Section 15301 (Class 1) – 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.*

- 14 CCR Section 15302 (Class 2) – 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.*

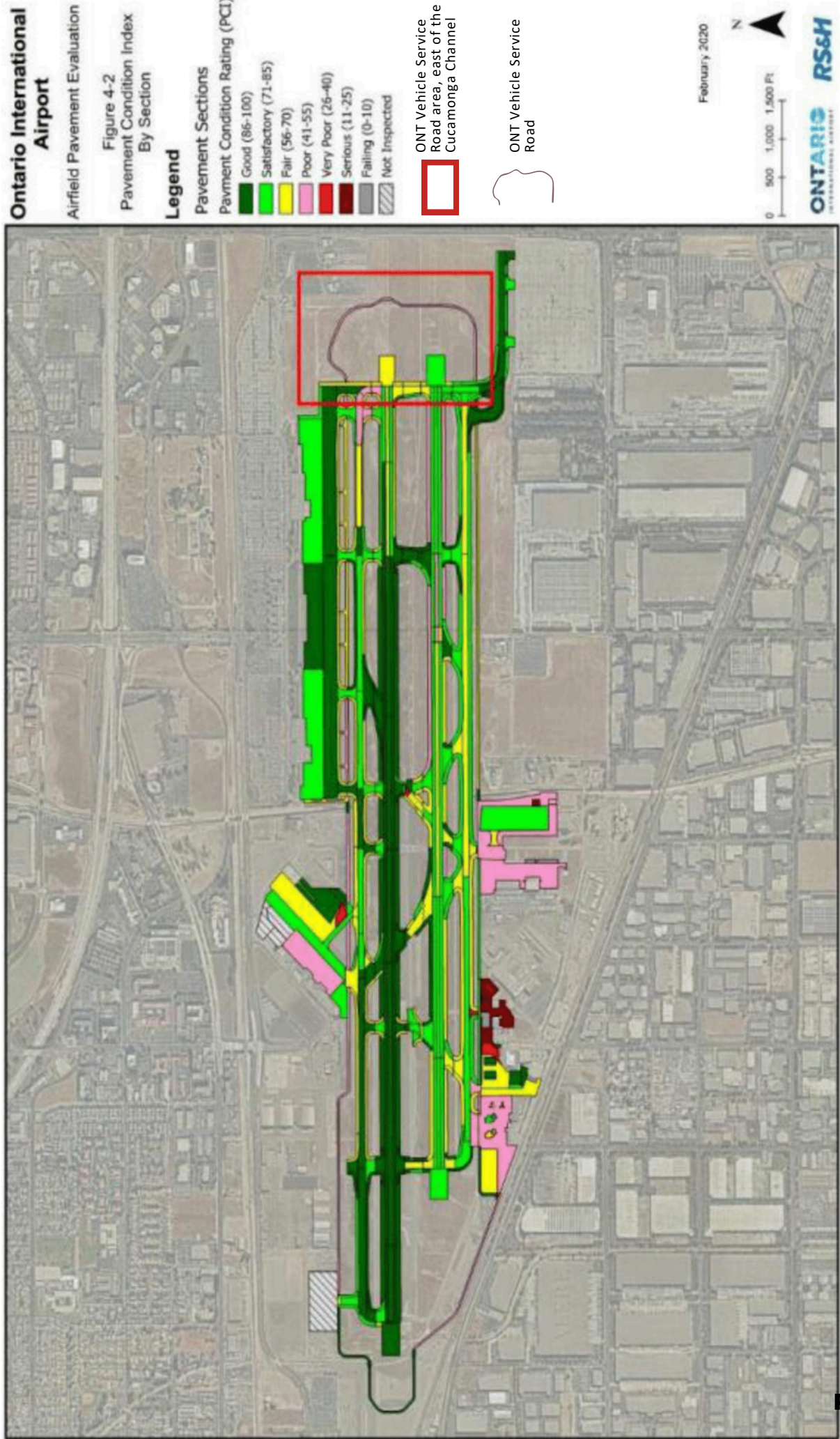
### Applicability of CEQA Categorical Exemptions to the Proposed Project

The Proposed Project is exempt from further CEQA review because it involves the reconstruction of existing infrastructure without expanding its use or capacity or altering its footprint. The activities would require minimal ground disturbance, restricted to previously disturbed sites within the existing VSR alignment. There are no anticipated impacts on traffic, noise, air quality, or water quality, or other resource categories identified in Appendix G of the CEQA Statute and Guidelines. Additionally, the project will not lead to increased passenger activity or aircraft operations at ONT. Given the limited scope of the construction activity, as well as the location, there are no cumulative impacts or extraordinary circumstances associated with the Proposed Project that would constitute an exception to the categorical exemptions discussed above.

### Conclusion

The Proposed Project would involve the repair, stabilization, and reconstruction of an existing VSR on an already developed and previously disturbed site at ONT. The Proposed Project would comply with all applicable federal, state, and local regulations, and would implement environmental and safety BMPs; thus, it would not result in any adverse effects on the environment, and none of the exceptions outlined in Public Resources Code Section 21084(c), (d), and (e) or State CEQA Guidelines Section 15300.2 are applicable. The Proposed Project meets the criteria under State CEQA Guidelines (14 CCR) Sections 15301 (Class 1 – Existing Facilities) and 15302 (Class 2 – Replacement or Reconstruction). Therefore, the Proposed Project would have no significant effect on the environment and is categorically exempt from further CEQA review.

# Exhibit 1: Vehicle Service Road Reconstruction Project, Airfield Pavement Evaluation, 2020



Source(s): OIAA Pavement Management Program (PMP) Report: Airside (PMP Report), March 2020.

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**MEETING DATE:** FEBRUARY 27, 2025

**SUBJECT:** RESOLUTION EXTENDING THE EXISTING AIR CARRIER INCENTIVE PROGRAM A (ACIP A)

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

**RECOMMENDED ACTION(S):** Adopt a Resolution to extend the existing Air Carrier Incentive Program A (ACIP A) for new entrant carriers from and new qualifying nonstop service within the United States.

**FISCAL IMPACT SUMMARY:** If approved, this Resolution would extend the existing ACIP A – which is currently valid for new qualifying service commencing from the airport on or before March 31, 2025 – to cover new qualifying service which commences from the airport on or before June 30, 2026. Other terms and conditions of the program would remain the same as what is described in the “Exhibit A” to the original Resolution approving ACIP A.

**BACKGROUND:** On February 23, 2023, the Ontario International Airport Authority Commission (Commission) approved a new ACIP A, offering certain incentives for new entrant carriers from and new qualifying destinations within the United States, Canada and Mexico, starting from ONT on or before September 30, 2024.

On July 25, 2024, the Commission approved a resolution extending the existing program under the same terms as the “Exhibit A” to the original resolution, to cover new qualifying service starting from ONT on or before March 31, 2025.

On December 17, 2024, the Commission approved a new and separate Air Carrier Incentive Program C (ACIP C) for new entrant carriers from and new qualifying nonstop service within Canada and Mexico specifically, to better align incentives for these two countries with those offered to other international destinations under the existing Air Carrier Incentive Program B (ACIP B). Both the ACIP B and ACIP C are valid for new qualifying service starting from ONT on or before June 30, 2026.

If this resolution is adopted, the validity date of the ACIP A would be extended, up to the maximum allowable time for such incentives applicable to an air carrier under the Federal Aviation Administration’s 2023 Air Carrier Incentive Program, to cover new qualifying service starting from ONT on or before June 30, 2026, with the same terms as laid out in the “Exhibit A” to the original resolution. This extension would align the expiration of all three air carrier incentive programs to the same date (June 30, 2026), at which time OIAA staff will conduct a thorough review and determine overall success of the existing programs, with a plan to consolidate all geographies into one program in the future.

**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. A RESOLUTION OF THE ONTARIO INTERNATIONAL AIRPORT AUTHORITY EXTENDING THE EXISTING AIR CARRIER INCENTIVE PROGRAM A (ACIP A)

**STAFF REVIEW AND APPROVAL:**

Originator:	<u>Quinn Annelin, Director of Air Service Development</u>
Originating Dept.:	<u>Air Service Development</u>
Director Review:	<u><i>Quinn P. Annelin</i></u>
Chief Review:	<u><i>E. Long</i></u>
CFO Review:	<u><i>Celeste Heinonen</i></u>
CEO Approval:	<u><i>Atif Akadi</i></u>

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 Commission. Hours to review are between 8:30 a.m. and 4:30 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).

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**A RESOLUTION OF THE ONTARIO INTERNATIONAL AIRPORT  
AUTHORITY EXTENDING THE EXISTING AIR CARRIER INCENTIVE  
PROGRAM A (ACIP A)**

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**WHEREAS**, the Ontario International Airport Authority (“OIAA”) was established for the purpose of operating, maintaining, managing, and developing the Ontario International Airport (“ONT” or “Airport”), including developing air commerce and transportation; and

**WHEREAS**, on February 23, 2023, the OIAA Commission approved Resolution 2023-05, approving a new Air Carrier Incentive Program A (“ACIP A”) covering airlines and destinations from the United States, Canada and Mexico; and

**WHEREAS**, on July 25, 2024, the OIAA Commission approved Resolution 2024-05, extending the existing ACIP A through March 31, 2025; and

**WHEREAS**, the OIAA desires to extend the validity of the existing ACIP A, which provides incentives for air carriers offering qualifying nonstop service to destinations across the United States and for new entrant air carriers from the United States.

**NOW, THEREFORE, BE IT RESOLVED** by the Ontario International Airport Authority Commission as follows:

**SECTION 1.** The Ontario International Airport Authority Commission hereby approves the continuation of incentives, up to the maximum allowable time for such incentives applicable to an air carrier under the Federal Aviation Administration’s 2023 Air Carrier Incentive Program, for any carriers which are currently receiving incentives under the existing ACIP A, as of February 27, 2025.

**SECTION 2.** The Ontario International Airport Authority Commission hereby approves an extension of the existing ACIP A, up to the maximum allowable time for such incentives applicable to an air carrier under the Federal Aviation Administration’s 2023 Air Carrier Incentive Program, under the same terms as stated in the “Exhibit A” to Resolution 2023-05 and approved by the Commission on February 23, 2023, to include new qualifying service that begins from the Airport on or before June 30, 2026.

**SECTION 3.** This Resolution will take effect immediately upon its adoption.

**SECTION 4.** Certification. The Secretary/Assistant Secretary shall certify as to the adoption of this Resolution.

**PASSED, APPROVED, AND ADOPTED** at a Regular Meeting this 27<sup>th</sup> day of February 2025.

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

ATTEST:

APPROVED AS TO LEGAL FORM:

\_\_\_\_\_  
COMMISSION CLERK/  
ASSISTANT SECRETARY

\_\_\_\_\_  
GENERAL COUNSEL

STATE OF CALIFORNIA            )  
COUNTY OF SAN BERNARDINO    )  
CITY OF ONTARIO                )

I, Commission Clerk/Assistant Secretary of the Ontario International Airport Authority, DO HEREBY CERTIFY the foregoing Resolution No. 2025-01 is the original and was duly passed and adopted by the Commission of the Ontario International Airport Authority at a Regular Meeting held February 27, 2025, by the following roll call vote, to wit:

AYES:            COMMISSIONERS:

NOES:            COMMISSIONERS:

ABSENT:          COMMISSIONERS:

(SEAL)

\_\_\_\_\_  
COMMISSION CLERK/ASSISTANT SECRETARY