ONTARIO INTERNATIONAL AIRPORT AUTHORITY

COMMISSION AGENDA – REGULAR MEETING

ONTARIO INTERNATIONAL AIRPORT
So Cal. So Easy.

July 23, 2026, at 2:00 P.M.

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

Live Streaming: https://www.flyontario.com/public-records/live-board-meeting

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.
- Live streaming can be viewed from our website: https://www.flyontario.com/public-records/live-board-meeting
- Anyone wishing to speak during public comment or on an agenda item must complete and submit a Request to Address Card (blue slip) before public comment begins or before the agenda item is called; blue slips will not be accepted afterward. Public comments may also be submitted by e-mail to publiccomment@flyontario.com no later than 4:00 p.m. the day before the meeting, with the applicable agenda item identified, and all e-mail comments will be included in the meeting record. Comments are limited to 3 minutes, after which no further remarks will be permitted. In accordance with State Law, remarks must be limited to subjects within the Authority's jurisdiction or to the specific agenda item being considered. All speakers, including Commissioners and Staff, must be recognized by the Authority President before speaking, and remarks from those seated or standing in the back of the Commission Meeting Room will not be permitted.
- Sign language interpreters, communication access real-time transcription (CART), assistive listening devices, translation or interpretation services, and other auxiliary aids and/or reasonable accommodations may be provided upon request. To help ensure availability, requests should be submitted at least 72 hours prior to the meeting; however, due to the difficulty of securing Sign Language Interpreters, five (5) or more business days' notice is strongly recommended. Members of the public requiring special assistance or accommodations to participate may contact the Commission Clerk at (909) 544-5307 or by email at clerk@flyontario.com.

CALL TO ORDER (OPEN SESSION)

ROLL CALL

PLEDGE OF ALLEGIANCE

AGENDA REVIEW

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 Commission 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 Commission Meeting on June 25, 2026.

3. CASH DISBURSEMENT REPORT (BILLS/PAYROLL)

Receive and file the Cash Disbursement Report (Bills/Payroll) for the month ended June 30, 2026.

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 June 2026.

5. **AUTHORIZE THE CHIEF EXECUTIVE OFFICER (CEO) TO NEGOTIATE AND EXECUTE AN AGREEMENT WITH FLAGSHIP AVIATION SERVICES, LIMITED LIABILITY COMPANY FOR CUSTODIAL SERVICES AT ONTARIO INTERNATIONAL AIRPORT**

   Authorize the Chief Executive Officer (CEO) to negotiate and execute an agreement with Flagship Aviation Services, Limited Liability Company, for the provision of custodial services on the south side of the Ontario International Airport, in an annual amount of $430,008, for an initial term of three (3) years for a not to exceed amount of $2,150,040, with the potential option to extend the agreement for up to two (2) additional one-year terms.

6. **AUTHORIZE THE CHIEF EXECUTIVE OFFICER (CEO) TO NEGOTIATE AND EXECUTE A PURCHASE AGREEMENT WITH GILLIG INCORPORATED AND APPROPRIATE FUNDS FOR THE PROCUREMENT OF ELECTRIC SHUTTLE BUSES FOR THE ONTARIO INTERNATIONAL AIRPORT SHUTTLE FLEET**

   Authorize the Chief Executive Officer (CEO) to execute a purchase agreement with Gillig Incorporated for the purchase of four (4) Gillig electric buses for the Ontario International Airport (Airport) shuttle fleet in an amount not to exceed $5,705,700; and approve the appropriation of $5,705,700 for this purchase.

7. **AUTHORIZE THE CHIEF EXECUTIVE OFFICER (CEO) TO NEGOTIATE AND EXECUTE AN AGREEMENT WITH CAMPBELL-HILL AVIATION GROUP, LIMITED LIABILITY CORPORATION FOR PROFESSIONAL AVIATION PLANNING AND AIR SERVICE DEVELOPMENT CONSULTING SERVICES**

   Authorize the Chief Executive Officer (CEO) to execute an agreement with Cambell-Hill Aviation Group, Limited Liability Corporation, for a one-year term in the annual not to exceed amount of $184,040, with two (2) potential one-year extension options for professional aviation planning and air service development consulting services.

8. **CEQA NOTICE EXEMPTION AND APPROVAL OF THE TERMINAL INFRASTRUCTURE RENEWAL - RESTROOM MODERNIZATION PROJECT**

   Find that the Terminal Infrastructure Renewal - Restroom Modernization Project (Proposed Project) is exempt from the California Environmental Quality Act (CEQA), approve the Notice of Exemption (NOE), and approve the Proposed Project.

9. **CEQA NOTICE EXEMPTION AND APPROVAL OF THE TERMINAL INFRASTRUCTURE RENEWAL - HOLDROOM ENHANCEMENTS PROJECT**

   Find that the Terminal Infrastructure Renewal - Holdroom Enhancements Project (Proposed Project) is exempt from the California Environmental Quality Act (CEQA), approve the Notice of Exemption (NOE), and approve the Proposed Project.

10. AUTHORIZE THE CHIEF EXECUTIVE OFFICER TO NEGOTIATE AND EXECUTE ONE CONSTRUCTION SERVICES AGREEMENT WITH MCCARTHY BUILDING COMPANIES, INC. FOR CONSTRUCTION MANAGEMENT AT RISK (CMAR) SERVICES FOR FEDERAL AND NON-FEDERAL FUNDED PROJECTS

Authorize the Chief Executive Officer (CEO) or designee to negotiate and execute a construction services agreement (Agreement) with McCarthy Building Companies, Inc. for Federal and Non-Federal Funded Projects for a three-year term with the ability to extend for two one-year extensions, at the discretion of the Ontario International Airport Authority (OIAA) Commission, for an overall contract not-to-exceed amount of $50,000,000. (This amount includes the costs associated with phase 1 - Pre-Construction Services and General Conditions for the Restroom Modernization Project and the Holdroom Enhancements Project to be completed through this Agreement, contingent upon the Commission's separate CEQA notice of exemption determinations and approvals for those two Projects.

11. AUTHORIZE THE CHIEF EXECUTIVE OFFICER (CEO) TO NEGOTIATE AND EXECUTE AN AGREEMENT WITH ROSENBAUER MINNESOTA, LIMITED LIABILITY CORPORATION FOR THE PANTHER 6X6 HRET AIRCRAFT RESCUE AND FIRE FIGHTING (ARFF) VEHICLE PRODUCTION

Authorize the Chief Executive Officer (CEO) to negotiate and execute an agreement with Rosenbauer Minnesota, Limited Liability Corporation to initiate production of one Panther 6x6 HRET Aircraft Rescue and Fire Fighting (ARFF) vehicle.

12. NAMING OF THE ONTARIO INTERNATION AIRPORT AUTHORITY ADMINISTRATION BUILDING

Approve the name of the Ontario International Airport Authority Administration Building as the John P. Previti Administration Building in recognition of John P. Previti's distinguished service and lasting contributions to the Airport.

DISCUSSION/ACTION

13. FISCAL YEAR 2021-2028 CAPITAL IMPROVEMENT PROGRAM UPDATE

Receive Fiscal Year 2021-2028 Capital Improvement Program update.

14. A RESOLUTION OF THE ONTARIO INTERNATIONAL AIRPORT AUTHORITY AUTHORIZING ISSUANCE OF ONTARIO INTERNATIONAL AIRPORT REVENUE BONDS AND CERTAIN RELATED ACTIONS

That the Ontario International Airport Authority (OIAA) adopt Resolution No. 2026-07 authorizing the issuance of its proposed Airport Revenue Bonds, Series 2026 (the 2026 Bonds) to (i) refund notes payable to PNC Bank National Association that funded prior, capital improvements; (ii) fund certain capital improvement projects for the Fiscal Year End (FYE) 2027 and 2028; and (iii) authorize the Chief Executive Officer (CEO), the Executive Vice President (EVP), and the Interim Chief Financial Officer (CFO), or their designees to take actions to proceed with the issuance of the 2026 Bonds.

RESOLUTION 2026-07

A RESOLUTION OF THE ONTARIO INTERNATIONAL AIRPORT AUTHORITY AUTHORIZING THE ISSUANCE OF ONTARIO INTERNATIONAL AIRPORT REVENUE BONDS AND CERTAIN RELATED ACTIONS

CEO REPORT

CHIEF EXECUTIVE OFFICER UPDATES

COMMISSION MATTERS

PRESIDENT WAPNER

VICE PRESIDENT HAGMAN

TREASURER LOVERIDGE

SECRETARY BOWMAN

COMMISSIONER GOUW

ADJOURNMENT

AFFIDAVIT OF POSTING

I, Marilyn Bonus, 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: July 20, 2026 Posted Prior To: 2:00 P.M.

Signature: Marilyn Bonus

Marilyn Bonus, MMC
Ontario International Airport Authority Commission Clerk

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ONTARIO INTERNATIONAL AIRPORT AUTHORITY

ONTARIO INTERNATIONAL AIRPORT
So Cal. So Easy.

MEETING DATE: **JULY 23, 2026**

SUBJECT: **INFORMATION RELATIVE TO POSSIBLE CONFLICT OF INTEREST**

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

RECOMMENDED ACTION(S): Declare Conflict of Interest pertaining to agenda items and contractors and/or subcontractors, which may require Commission 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 $500 in the prior twelve (12) months 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 related to the following contractors:

Item No	Principals & Agents	Subcontractors
05	Flagship Aviation Services, LLC	• None
06	Gillig Incorporated	• None
07	Campbell Hill Aviation Group, LLC	• Eric Ford
10	McCarthy Building Companies, Inc.	• None
11	Rosenbauer Minnesota, LLC	• None

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:	Adrianne Fernandez, Deputy Commission Clerk
Originating Dept.:	Administration Division
Director Review:	Marilyn Bonus, Commission Clerk
Chief Review:	Jamaal Avilez
CFO Review:	N/A
CEO Approval:	Atif Elkadi

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.

ONTARIO INTERNATIONAL AIRPORT
So Cal. So Easy.

MEETING DATE: **JULY 23, 2026**

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 Regular Commission meeting on June 25, 2026.

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:	Marilyn Bonus, Commission Clerk
Originating Dept.:	Administration Division
Director Review:	N/A
Chief Review:	Jamaal Avilez
CFO Review:	N/A
CEO Approval:	Atif Elkadi

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.

ONTARIO INTERNATIONAL AIRPORT AUTHORITY
REGULAR COMMISSION MEETING
MINUTES
June 25, 2026

CALL TO ORDER

Vice President Hagman called the Ontario International Airport Authority Regular Commission Meeting to order at 2:00 p.m.

ROLL CALL

Treasurer Loveridge requested to participate remotely due to a medical emergency that prevents in-person attendance. Pursuant to the teleconferencing provisions of the California Government Code, Treasurer Loveridge notified the Commission at the earliest opportunity and requested approval to participate remotely for this meeting.

MOTION: Moved by Secretary Bowman, seconded by Commissioner Gouw, to approve Treasurer Loveridge's remote participation. Motion approved by a vote of 3-0 (President Wapner and Treasurer Loveridge absent from the vote).

COMMISSIONERS

PRESENT:

Curt Hagman, Vice President
Ronald D. Loveridge, Treasurer (Teleconferenced)
Jim W. Bowman, Secretary
Julia Gouw, Commissioner

EXCUSED ABSENCE:

Alan D. Wapner, President

A quorum of the OIAA Commissioners was present.

STAFF:

Chief Executive Officer Atif Elkadi
General Counsel Lori Ballance
Commission Clerk Marilyn Bonus, MMC, CPMC
Deputy Commission Clerk, Adri Fernandez

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

Vice President Hagman called for public comment.

There being no requests to speak, Vice President Hagman closed public comment.

CONSENT CALENDAR

2. APPROVAL OF MINUTES

Approved minutes for the OIAA Commission Meeting on May 28, 2026.

3. CASH DISBURSEMENT REPORT (BILLS/PAYROLL)

Received and filed the Cash Disbursement Report (Bills/Payroll) for the month ended May 31, 2026.

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 May, 2026.

5. AUTHORIZE THE CHIEF EXECUTIVE OFFICER (CEO) TO ESTABLISH AND MAINTAIN A POOL OF QUALIFIED UNDERWRITING FIRMS FOR THE ONTARIO INTERNATIONAL AIRPORT AUTHORITY

Authorized the Chief Executive Officer (CEO) to establish and maintain a pool of qualified underwriting bond firms (the Underwriter Pool) for a term of five (5) years, with a not-to-exceed contract capacity of $2,000,000 for each firm in the Underwriter Pool; authorized the CEO to utilize firms from the Underwriter Pool for negotiated bond financings as needed at the Authority's discretion, including the authority for the CEO or designee to select and appoint a sole or senior managing underwriter, and co-managing underwriter(s), if applicable, from the Underwriter Pool for each financing transaction, as appropriate; and authorized the CEO to select and appoint BofA Securities as senior managing underwriter and Samuel A. Ramirez & Co., Inc., as co-managing underwriter, from the Underwriter Pool, for the Fiscal Year 2027 (FY27) Bond Issuance.

6. AUTHORIZE THE CHIEF EXECUTIVE OFFICER (CEO) TO NEGOTIATE AND EXECUTE A CONTRACT WITH GRANITE CONSTRUCTION COMPANY FOR TAXILANE G REPAIRS PROJECT

Authorized the Chief Executive Officer (CEO) to negotiate and execute a contract with Granite Construction Company for the Taxilane G Repairs Project in the amount of $2,373,510.00; and to negotiate and execute budget amendments to the contract for additional related services and construction contingency up to 15% of the overall contract value.

7. AUTHORIZE THE CHIEF EXECUTIVE OFFICER (CEO) TO NEGOTIATE AND EXECUTE AN AMENDMENT TO THE AGREEMENT WITH WINDSONG PRODUCTIONS, LIMITED LIABILITY COMPANY FOR VIDEO PRODUCTION SERVICES AT THE ONTARIO INTERNATIONAL AIRPORT

Authorized the Chief Executive Officer (CEO) to negotiate and execute an amendment to the agreement with Windsong Productions, Limited Liability Company for a one-year extension in the annual amount of $300,000, increasing the total contract amount to a not to exceed sum of $673,100, for the continued provision of video productions services at the Ontario International Airport.

8. AUTHORIZE THE CHIEF EXECUTIVE OFFICER (CEO) TO NEGOTIATE AND EXECUTE A CONTRACT WITH WATERSTONE ENVIRONMENTAL, INCORPORATED FOR GROUNDWATER ASSESSMENT AND ACTIVITIES

Authorized the Chief Executive Officer (CEO) to negotiate and execute a contract with Waterstone Environmental, Inc. (Waterstone) and authorized "Request for Authorization to Conduct Groundwater Assessment Activities at the Ontario International Airport in Ontario, CA (25-100)" (hereinafter, the "Waterstone Groundwater Testing Contract"). In the amount of $182,213.80 for Groundwater Assessment and Activities. This contract authorizes Waterstone to submit a workplan to The Santa Ana Regional Water Quality Control Board (RQWCB) for approval and to implement that plan once approval is secured.

9. AUTHORIZE THE CHIEF EXECUTIVE OFFICER (CEO) TO NEGOTIATE AND EXECUTE A CONTRACT AMENDMENT WITH THE GORDIAN GROUP INCORPORATED, FOR THE ADMINISTRATION OF THE AUTHORITY'S JOB ORDER CONTRACT (JOC) PROGRAM

Authorized the Chief Executive Officer (CEO) to negotiate and execute an amendment to Contract No. SCONT-000783 with Gordian Group Inc. (Gordian), to increase the annual amount for the remaining contract years by $400,000, unless otherwise defined, for a revised total contract amount not to exceed $1,856,805 for all services related to Job Order Contracting (JOC) and Facility Condition Assessments.

10. A RESOLUTION TO ADOPT THE DELEGATION OF SIGNATURE AUTHORITY FOR OIAA CHIEF EXECUTIVE OFFICER (CEO) ATIF ELKADI WITH CAL OES

Approved Resolution No. 2026-04 adopting the delegation of signing authority for the Ontario International Airport Authority (OIAA) Chief Executive Officer (CEO) Atif Elkadi with the California Governor's Office of Emergency Services (Cal OES) for the Earthquake Early Warning Program for Airports – EA25 Grant.

RESOLUTION NO. 2026-04
A RESOLUTION OF THE ONTARIO INTERNATIONAL AIRPORT AUTHORITY ADOPTING THE DELEGATION OF SIGNATURE AUTHORITY FOR OIAA CHIEF EXECUTIVE OFFICER (CEO) ATIF ELKADI WITH THE

CALIFORNIA GOVERNOR'S OFFICE OF EMERGENCY SERVICES FOR THE EARTHQUAKE EARLY WARNING PROGRAM FOR AIRPORTS – EA25 GRANT

MOTION: Moved by Secretary Bowman, seconded by Commissioner Gouw, to approve the Agenda Item No. 2-10, Motion carried by a 4 Yes/0 No/ 1 Absent vote.

DISCUSSION/ACTION

11. A RESOLUTION TO ADOPT THE FISCAL YEAR END 2027 OPERATING BUDGET

Approved Resolution No. 2026-05 adopting the Fiscal Year End (FYE) 2027 Operating Budget.

RESOLUTION NO. 2026-05
A RESOLUTION OF THE ONTARIO INTERNATIONAL AIRPORT AUTHORITY COMMISSION ADOPTING THE ANNUAL BUDGET FOR FISCAL YEAR 2026-2027

Staff presented an overview of the proposed Budget, including aeronautical and non-aeronautical revenue categories, budget assumptions, personnel costs, vacancy savings, and projected commercial development revenues.

Commissioners discussed the methodology for establishing landing fees under the Use and Lease Agreement, the relationship between airport expenditures and airline rates, and the importance of investing in airport improvements. Additional discussion included the detailed staffing analysis presented, the Audit Committee's review of the budget, the potential use of autonomous vehicles at the terminal, and clarification regarding reimbursable personnel and non-personnel costs.

The attachment for the Airport Rates and Charges was updated and provided on the dais as part of the meeting packet. Copies of the attachment were also made available on the public table and upon request.

MOTION: Moved by Secretary Bowman, seconded by Commissioner Gouw, to approve the Agenda Item No. 11, approving Resolution No. 2026-05 adopting the Fiscal Year End 2027 Operating Budget. Motion carried by a 4 Yes/0 No/ 1 Absent vote.

12. A RESOLUTION APPROVING THE ONTARIO INTERNATIONAL AIRPORT SYSTEM RATES AND CHARGES FOR FISCAL YEAR 2026-2027

Approved Resolution No. 2026-06 approving the Airport System Rates and Charges for Fiscal Year 2026-2027 at Ontario International Airport.

RESOLUTION NO. 2026-06
A RESOLUTION OF THE ONTARIO INTERNATIONAL AIRPORT AUTHORITY COMMISSION APPROVING THE AIRPORT SYSTEM RATES AND CHARGES FOR FISCAL YEAR 2026-2027

MOTION: Moved by Secretary Bowman, seconded by Commissioner Gouw, to approve the Agenda Item No. 12, approving Resolution No. 2026-06 approving the Airport System Rates and Charges for Fiscal Year 2026-2027 at Ontario International Airport. Motion carried by a 4 Yes/0 No/ 1 Absent vote.

13. ONT MARKETING UPDATE

Staff presented the ONT Marketing Update, highlighting current marketing initiatives, community engagement efforts, and strategies to further distinguish ONT from other airports.

Discussion focused on the Airport's branding, communication strategy, industry positioning, and efforts to increase awareness of ONT's location and global economic impact. Commissioners emphasized the importance of continued marketing and promotional efforts to expand recognition and encourage use of ONT. Suggestions for future branding and messaging were also discussed.

CEO REPORT

CHIEF EXECUTIVE OFFICER UPDATES

Chief Executive Officer Elkadi presented the year-end Key Performance Indicator (KPI) results, reporting that 20 of 21 performance goals were achieved, resulting in a 95% performance bonus. He also provided an overview of the proposed KPI goals for the upcoming fiscal year.

Chief Executive Officer Elkadi provided an update on passenger traffic, flight activity, fuel cost trends, and general airport operations. He reviewed the Executive Dashboard, highlighting recent operational accomplishments, including the opening success of Chi-fil-A, the performance of the airport lounges, and other key performance metrics. He also provided an update on the installation of new terminal seating and noted that additional information would be presented as part of the Capital Improvement Program (CIP) update at the July meeting.

COMMISSION MATTERS

No Commissioner comments were made.

ADJOURNMENT

Vice President Hagman adjourned the Ontario International Airport Authority Commissioners Meeting at 2:57 p.m.

RESPECTFULLY SUBMITTED:	APPROVED:
___________________________________	______________________________________
MARILYN BONUS, MMC, CPMC COMMISSION CLERK/ASSISTANT SECRETARY	CURT HAGMAN, VICE PRESIDENT

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ONTARIO INTERNATIONAL AIRPORT
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MEETING DATE: **JULY 23, 2026**

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 June 30, 2026.

FISCAL IMPACT SUMMARY: The funding is approved in the Fiscal Year 2025-2026 budget.

BACKGROUND: In June 2025, the OIAA Board of Commissioners adopted an operating budget that is driven by strong aviation activity and financial performance realized by OIAA in FY2025. 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 June 30, 2026.

STAFF REVIEW AND APPROVAL:

Originator:	Angela Lauber-Conroy, Interim Chief Financial Officer
Originating Dept.:	Financial Accounting and Reporting
Director Review:	N/A
Chief Review:	Angela Lauber-Conroy
CFO Review:	Angela Lauber-Conroy
CEO Approval:	Atif Elkadi

This Agenda Report has been reviewed by OIAA General Counsel.

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ONTARIO INTERNATIONAL AIRPORT
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MEETING DATE: **JULY 23, 2026**

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 June, 2026.

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 June 2026, President Wapner attended five (5) 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:	Adrianne Fernandez, Deputy Commission Clerk
Originating Dept.:	Administrative Division
Director Review:	Marilyn Bonus, Commission Clerk
Chief Review:	Jamaal Avilez
CFO Review:	Angela Castle-Perry
CEO Approval	Atif Elkadi

This Agenda Report has been reviewed by OIAA General Counsel.

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ONTARIO
INTERNATIONAL AIRPORT
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MEETING DATE: **JULY 23, 2026**

SUBJECT: **AUTHORIZE THE CHIEF EXECUTIVE OFFICER (CEO) TO NEGOTIATE AND EXECUTE AN AGREEMENT WITH FLAGSHIP AVIATION SERVICES, LIMITED LIABILITY COMPANY FOR CUSTODIAL SERVICES AT ONTARIO INTERNATIONAL AIRPORT**

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

RECOMMENDED ACTION(S): Authorize the Chief Executive Officer (CEO) to negotiate and execute an agreement with Flagship Aviation Services, Limited Liability Company, for the provision of custodial services on the south side of the Ontario International Airport, in an annual amount of $430,008, for an initial term of three (3) years for a not to exceed amount of $2,150,040, with the potential option to extend the agreement for up to two (2) additional one-year terms.

FISCAL IMPACT SUMMARY: Funds for this contract have been approved in the Fiscal Year 2026-27 budget. Funding for subsequent years will be requested through the budget approval process.

BACKGROUND: On August 24, 2023, the Ontario International Airport Authority awarded a two-year contract, with a one-year extension option, to Flagship to provide custodial services for Authority facilities on the south side of the Airport. As the current contract is scheduled to expire on August 24, 2026, continued custodial services are necessary to maintain clean, safe, and operationally efficient facilities for passengers, tenants, employees, and visitors.

PROCUREMENT: Following release of the solicitation on March 20, 2026, the Authority received thirteen (13) responsive proposals on April 24, 2026. Proposals were publicly unsealed on April 24, 2026, with pricing maintained separately under sealed submission procedures. The proposals were evaluated in accordance with the criteria established in the solicitation documents to determine the firm best qualified to provide the services requested.

Based on the results of the evaluation, Flagship Aviation Services LLC, was determined to be the highest-ranked proposer and recommended for award.

CEQA COMPLIANCE AND LAND USE APPROVALS: N/A

STAFFING IMPACT (# OF POSITIONS): N/A

IMPACT ON OPERATIONS: Approval will ensure the continued cleanliness, sanitation, and efficient operation of OIAA facilities. Without approval, service levels may decline and staff resources may be diverted from core operational responsibilities.

SCHEDULE: N/A

ATTACHMENTS: N/A

STAFF REVIEW AND APPROVAL:

Originator:	Tim Armenta, Field Manager
Originating Dept.:	Operations and Maintenance Division
Director Review:	Ricardo Martorana, Director of Maintenance
Chief Review:	
CFO Review:	
CEO Approval:	Atif Elkadi

This Agenda Report has been reviewed by OIAA General Counsel.

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ONTARIO INTERNATIONAL AIRPORT
So Cal. So Easy.

MEETING DATE: **JULY 23, 2026**

SUBJECT: **AUTHORIZE THE CHIEF EXECUTIVE OFFICER (CEO) TO NEGOTIATE AND EXECUTE A PURCHASE AGREEMENT WITH GILLIG INCORPORATED AND APPROPRIATE FUNDS FOR THE PROCUREMENT OF ELECTRIC SHUTTLE BUSES FOR THE ONTARIO INTERNATIONAL AIRPORT SHUTTLE FLEET**

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 purchase agreement with Gillig Incorporated for the purchase of four (4) Gillig electric buses for the Ontario International Airport (Airport) shuttle fleet in an amount not to exceed $5,705,700; and approve the appropriation of $5,705,700 for this purchase.

FISCAL IMPACT SUMMARY: Ontario International Airport Authority (OIAA) proposes purchasing four (4) new Gillig electric buses to replace the Airport's two end-of-life CNG buses and four leased CNG buses. These new buses are anticipated to cost a total of $5,705,700. To reduce costs associated with the transition to low- and zero-emission vehicles, OIAA intends to take advantage of State funding through the Hybrid and Zero-Emission Truck and Bus Voucher Incentive Program (HVIP), which will provide a credit of up to $120,000 per bus. The possible HVIP credits will partially reimburse and reduce the overall cost of the new buses.

The estimated annual operating costs for the new buses are:

- Debt Service: Approximately $32,500 per month ($390,000 annually)
- Electricity: Approximately $7,100 per month ($85,200 annually)
- Maintenance: Minimal maintenance costs are anticipated during the first 3–6 years due to comprehensive manufacturer warranty coverage, including a full vehicle warranty for the first 12 months or 50,000 miles, with extended coverage on major components.

The acquisition of the buses will initially be financed through the OIAA's existing credit facility to ensure timely procurement and delivery. Upon issuance of the planned long-term bonds, the outstanding balance associated with the bus acquisition will be refinanced with the new bond proceeds, aligning the financing structure with the useful life of the assets. This approach provides the flexibility to advance the project while transitioning to a long-term, cost-effective financing solution as part of the OIAA's overall capital funding strategy.

BACKGROUND: OIAA's shuttle fleet currently consists of eight Proterra battery-electric buses, two owned legacy CNG buses, and four leased CNG buses. Although seven buses are typically needed to maintain peak-hour service levels, ongoing reliability issues have reduced the Airport fleet to as few as two operational buses at times.

The Proterra buses, placed into service in 2022, remain a viable zero-emission fleet. However, Proterra's bankruptcy in August 2023 ended manufacturer warranty support and significantly impacted access to critical replacement parts. While parts shortages and extended lead times created major maintenance challenges, availability has recently improved, allowing several buses to return to service. OIAA intends to continue operating the Proterra fleet for as long as practical.

The two owned CNG buses have reached the end of their useful life due to significant mechanical needs and upcoming fuel tank expiration. Rather than invest in costly repairs, OIAA leased four older-model CNG buses from Nationwide to maintain service. While these leased vehicles have provided critical operational support, they cost approximately $36,000 per month in lease payments and $64,800 per month in fuel costs.

PROCUREMENT: After a thorough evaluation of electric bus manufacturers eligible under the HVIP program, OIAA recommends a sole source procurement of Gillig electric buses. This recommendation is based on an analysis of reliability, long-term maintainability, manufacturer support, service network strength, parts availability, access to local technicians, and eligibility under the HVIP program. Manufacturers evaluated included those deemed eligible under the HVIP program which included BYD, Phoenix/Proterra, New Flyer, and Gillig. Based on peer airport experience and lessons learned from the loss of Proterra manufacturer support, Gillig was determined to present the lowest overall operational risk and the best long-term value for the Airport.

The Airport has chosen to pursue a sole source procurement for those buses eligible under the HVIP program given their qualification for the rebate, and the review from the HVIP to determine the buses eligibility. Gillig is the only manufacturer from the eligible HVIP program list that best meets the Airport's operational and maintenance requirements while minimizing long-term reliability risks. Gillig's established service network, local maintenance support, readily available replacement parts, and proven performance in transit operations provide a level of support not offered by the other evaluated manufacturers.

The proposed Gillig buses include comprehensive warranty coverage across major vehicle systems, with full parts and labor protection during the initial years of operation and extended warranty coverage on critical components, including the battery (up to six years) and structural elements (up to seven years). This warranty coverage is expected to reduce maintenance cost exposure during the first three to six years of service, when reliability and cost predictability are most important.

This purchase is not intended to replace the existing Proterra fleet. Rather, it is intended to stabilize Airport shuttle operations, which have experienced persistent fleet shortages since approximately August 2025. Adding the Gillig vehicles to the Airport fleet will provide the operational capacity needed to maintain reliable shuttle service without continuing to operate with a chronic vehicle deficit.

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:	Krista Mclain, Parking & Ground Transportation Manager
Originating Dept.:	Revenue Management Division
Director Review:	N/A
Chief Review:	Elisa J. Grey
CFO Review:	Angela Leak-Ba[illegible]
CEO Approval:	Atif Elkadi

This Agenda Report has been reviewed by OIAA General Counsel.

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MEETING DATE: **JULY 23, 2026**

SUBJECT: **AUTHORIZE THE CHIEF EXECUTIVE OFFICER (CEO) TO NEGOTIATE AND EXECUTE AN AGREEMENT WITH CAMPBELL-HILL AVIATION GROUP, LIMITED LIABILITY CORPORATION FOR PROFESSIONAL AVIATION PLANNING AND AIR SERVICE DEVELOPMENT CONSULTING SERVICES**

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 Cambell-Hill Aviation Group, Limited Liability Corporation, for a one-year term in the annual not to exceed amount of $184,040, with two (2) potential one-year extension options for professional aviation planning and air service development consulting services.

FISCAL IMPACT SUMMARY: Funds for this contract are available in the Fiscal Year (FY) 2026-27 Budget. Funding for subsequent years will be requested through the annual budget process.

BACKGROUND: Ontario International Airport (ONT) operates in a highly competitive Southern California aviation market where specialized expertise and established industry relationships are critical to retaining current carriers and attracting new air service. To advance these objectives, a specialized air service development firm with deep knowledge of global airline best practices, rate structures and long-standing rapport with air carriers worldwide is required to keep up the momentum of passenger and cargo growth and service out of ONT. Since before ONT's return to local control, Campbell Hill Aviation Group, Limited Liability Corporation (Consultant), has provided the Ontario International Airport Authority (OIAA) with data-driven route analyses, market intelligence, white papers, and strategic recommendations that have supported informed decision-making and engagement with current and prospective airline partners. Under this agreement, the Consultant will continue to provide professional aviation consulting services on an as-needed basis to advance OIAA's strategic objectives through air service development, aviation forecasting, strategic planning, and airline engagement. Services will include identifying opportunities to expand and retain domestic and international air service, preparing aviation demand forecasts and market analyses, developing strategies to enhance ONT's competitive position, engaging with existing and prospective airline partners, and providing technical expertise and recommendations that support sound operational and business decisions. These services are essential to fostering the continued growth, competitiveness, and long-term success of ONT.

PROCUREMENT: Staff recommends proceeding with a sole source award to Campbell-Hill Aviation Group, LLC, consistent with OIAA's Procurement Policy, based on the Consultant's unique qualifications, long-standing institutional knowledge of ONT's air service development history, and established relationships with domestic and international air carriers. This approach ensures continuity of service, minimizes the risk of disruption to ongoing airline engagement efforts, and provides OIAA with immediate access to the specialized expertise necessary to advance its strategic objectives.

CEQA COMPLIANCE AND LAND USE APPROVALS: The proposed professional services agreement with the Consultant is not a "project" within the meaning of Section 15378 of the CEQA guidelines because there is no potential for the Consultant's consulting work to result in a direct or indirect physical change in the environment. As a result, the activity is not subject to CEQA.

STAFFING IMPACT (# OF POSITIONS): The proposed action will not create any permanent positions in the OIAA.

IMPACT ON OPERATIONS: N/A

SCHEDULE: N/A

ATTACHMENTS: N/A

STAFF REVIEW AND APPROVAL:

Originator:	Eren Cello, Senior Vice President of Marketing and Communication
Originating Dept.:	Marketing and Communication Division
Director Review:	N/A
Chief Review:	ecallo
CFO Review:	Angela Lasle-Corey
CEO Approval:	Atif Elkadi

This Agenda Report has been reviewed by OIAA General Counsel.

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ONTARIO INTERNATIONAL AIRPORT AUTHORITY

MEETING DATE: **JULY 23, 2026**

SUBJECT: **CEQA NOTICE OF EXEMPTION AND APPROVAL OF THE TERMINAL INFRASTRUCTURE RENEWAL - RESTROOM MODERNIZATION PROJECT**

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

RECOMMENDED ACTION(S): Find that the Terminal Infrastructure Renewal - Restroom Modernization Project (Proposed Project) is exempt from the California Environmental Quality Act (CEQA), approve the Notice of Exemption (NOE), and approve the Proposed Project.

FISCAL IMPACT SUMMARY: Sources of funding for the Proposed Project include federal grant funding and funding with the 2026 bond issuance. The projected funding includes $5.2 million from anticipated Federal grants and approximately $6.8 million from the anticipated 2026 bond issuance for a total of approximately $12 million in funding. Please see Agenda item 14for additional information regarding the fiscal impact of the Proposed Project.

BACKGROUND: The Ontario International Airport Authority (OIAA or Authority) is proposing the Terminal Infrastructure Renewal - Restroom Modernization Project (Proposed Project) to rehabilitate and renovate existing restroom facilities within Terminal 2 and Terminal 4 to modernize aging infrastructure, achieve compliance with current accessibility and code standards, and improve the overall passenger experience at ONT.

The existing restroom facilities in Terminals 2 and 4 are aging and require modernization to maintain an acceptable level of passenger service at Ontario International Airport (ONT). The terminals were originally constructed in 1998, and the existing restroom facilities reflect the design standards and compliance requirements of that time. Over time, evolving accessibility requirements, updated code standards, and the age of the existing facilities have necessitated a comprehensive modernization of the restroom facilities in Terminals 2 and 4. These deficiencies must be addressed to ensure compliance with applicable accessibility and health and safety standards, and to provide a restroom experience commensurate with passenger expectations at a modern commercial service airport.

The Proposed Project would comprise the rehabilitation and renovation of four (4) existing restrooms, within the existing interior footprint of each terminal. Each terminal would have one (1) renovated men's restroom and one (1) renovated women's restroom, with each restroom measuring approximately 1,000 square feet, for a total of 4,000 square feet of rehabilitated and renovated space.

All Project-related activities would be confined to previously disturbed interior areas within the existing footprints of Terminals 2 and 4. The Proposed Project would not require any excavation or ground disturbance;

all work would be performed within the terminal buildings. Environmental and safety best management practices (BMPs) would be implemented throughout the Proposed Project's construction period to avoid and/or minimize disruption to Airport operations and ensure compliance with all applicable regulatory requirements.

PROCUREMENT: A solicitation was conducted under federal guidelines to secure the contract to complete the work associated with this Proposed Project. The Authority elected to utilize a Construction Manager at Risk (CMAR) approach to allow for earlier collaboration between the design and construction teams which should increase speed to market, reduce owner risk, reduce impact to the traveling public, and foster a collaborative project environment. The Authority cleared the delivery approach with the Federal Aviation Administration (FAA) prior to beginning the solicitation process. The award of the CMAR contract is also on the Agenda for this July 23rd meeting subsequent to consideration of this action for a CEQA exemption determination and approval of the Proposed Project. In the event of approval of both items, work related to the Proposed Project would begin pursuant to the CMAR contract.

CEQA COMPLIANCE AND LAND USE APPROVALS: As further described below, CEQA Categorical Exemptions (Class 1, Class 2, and Class 3); rehabilitation and renovation of existing restroom facilities within the existing interior footprint of Terminal 2 and Terminal 4, in the same location and site, and with no change in land use or increase in Airport capacity; and conversion of existing concessionaire space for temporary restroom use during construction, with only minor modifications to the existing structure.

The Proposed Project is eligible for three categorical exemptions under CEQA. Applicable CEQA Guidelines sections for the exemptions are as follows:

14 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.*

14 CCR Section 15303 (Class 3) – New Construction or Conversion of Small Structures

> *Class 3 consists of construction and location of limited numbers of new, small facilities or structures; installation of small new equipment and facilities in small structures; and the conversion of existing small structures from one use to another where only minor modifications are made in the exterior of the structure.*

Further explanation and information supporting the determination that the Proposed Project is exempt from CEQA review, pursuant to CEQA Guidelines sections 15301, 15302, and 15303, is found at Attachment 1 to this Agenda Report.

STAFFING IMPACT (# OF POSITIONS): N/A

IMPACT ON OPERATIONS: The Proposed Project would have no impact on aircraft operations or passenger activity at ONT. Construction would be phased, with temporary restroom facilities installed in both Terminal 2 and Terminal 4 prior to the commencement of demolition activities, and terminals would remain in operation throughout the construction period.

SCHEDULE: Construction is estimated to begin in Quarter 1 of calendar year 2027 and conclude in Quarter 1 of calendar year 2028.

ATTACHMENTS:

1. Explanation of Categorical Exemptions Pursuant to the California Environmental Quality Act for the Terminal Infrastructure Renewal - Restroom Modernization Project
2. Notice of Exemption

STAFF REVIEW AND APPROVAL:

Originator:	Heba Shanaa, Senior Environmental Planner
Originating Dept.:	Capital Development Division
Director Review:	N/A
Chief Review:	Karen G. Kavanagh
CFO Review:	Angela Cable-Corey
CEO Approval:	Atif Elkadi

This Agenda Report has been reviewed by OIAA General Counsel.

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MEETING DATE: **JULY 23, 2026**

SUBJECT: **CEQA NOTICE OF EXEMPTION AND APPROVAL OF THE TERMINAL INFRASTRUCTURE RENEWAL - HOLDROOM ENHANCEMENTS PROJECT**

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

RECOMMENDED ACTION(S): Find that the Terminal Infrastructure Renewal - Holdroom Enhancements Project (Proposed Project) is exempt from the California Environmental Quality Act (CEQA), approve the Notice of Exemption (NOE), and approve the Proposed Project.

FISCAL IMPACT SUMMARY: The source of funding for the Proposed Project will be through the anticipated 2026 bond issuance. Specifically, the Proposed Project is projected to be funded through $16,500,000 of the anticipated and upcoming 2026 bond issuance. Please see Agenda item 14 for additional information regarding the fiscal impact of the Proposed Project.

BACKGROUND: The Ontario International Airport Authority (OIAA or Authority) is proposing the Terminal Infrastructure Renewal - Holdroom Enhancements Project (Proposed Project) to address existing deficiencies and enhance the passenger experience within the holdroom facilities of Terminal 2 and Terminal 4, at all gates.

The passenger holdrooms in Terminal 2 and Terminal 4 are aging and require improvements to maintain an acceptable level of customer service for passengers. The existing holdrooms lack amenities such as personal device charging stations, ADA-compliant egress and waiting areas, and adequate seating. Additionally, outdated agent counters limit optimization of boarding and gate ticketing functions within the holdroom areas.

The existing deficiencies within the holdroom facilities create operational and accessibility challenges that must be addressed to ensure compliance with applicable standards and to maintain a competitive passenger experience at Ontario International Airport (ONT). The current holdroom configurations do not adequately support modern airline boarding and gate ticketing operations, and the absence of in-seat power outlets further diminishes the quality of the passenger experience.

The Proposed Project would involve the revitalization of the existing holdroom facilities in Terminal 2 and Terminal 4 to address existing deficiencies and enhance the passenger experience by modernizing agent counters, meeting ADA compliance, installing new flooring finishes and seating, updating electrical infrastructure to provide power to new seating and tables, and replacing existing ceiling light fixtures with new LED fixtures.

All Project-related activities would be confined to previously disturbed areas within the existing interior footprint of Terminal 2 and Terminal 4. The Proposed Project would not require excavation or ground disturbance; all work would be performed within the terminal facilities. Environmental and safety best management practices (BMPs) would be implemented throughout the Proposed Project's construction period to avoid and/or minimize disruption to Airport operations and ensure compliance with all applicable regulatory requirements.

PROCUREMENT: A solicitation was conducted under federal guidelines to secure the contract to complete the work associated with this Proposed Project. The Authority elected to utilize a Construction Manager at Risk (CMAR) approach to allow for earlier collaboration between the design and construction teams, which should increase speed to market, reduce owner risk, reduce impact to the traveling public, and foster a collaborative project environment. The Authority cleared the delivery approach with the Federal Aviation Administration (FAA) prior to beginning the solicitation process. The award of the CMAR contract is also on the Agenda for this July 23rd meeting subsequent to consideration of this action for a CEQA exemption determination and approval of the Proposed Project. In the event of approval of both items, work related to the Proposed Project would begin pursuant to the CMAR contract.

CEQA COMPLIANCE AND LAND USE APPROVALS: As further described below, CEQA Categorical Exemptions (Class 1 and Class 2); revitalization of existing holdroom facilities within the existing interior footprint of Terminal 2 and Terminal 4, in the same location and site, and with no change in land use or increase in Airport capacity.

The Proposed Project is eligible for two categorical exemptions under CEQA. Applicable CEQA Guidelines sections for the exemptions are as follows:

14 California Code of Regulations 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 California Code of Regulations 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.*

Further explanation and information supporting the determination that the Proposed Project is exempt from CEQA review, pursuant to CEQA Guidelines sections 15301 and 15302, is found at Attachment 1 to this Agenda Report.

STAFFING IMPACT (# OF POSITIONS): N/A

IMPACT ON OPERATIONS: The Proposed Project would have no impact on aircraft operations or passenger activity at ONT. Construction would be phased to minimize disruption to ongoing terminal operations, with work areas cordoned off and terminals remaining in operation throughout the construction period.

SCHEDULE: Construction is estimated to begin in Quarter 1 of calendar year 2027 and conclude in Quarter 1 of calendar year 2028.

ATTACHMENTS:

1. Explanation of Categorical Exemptions Pursuant to the California Environmental Quality Act for the Terminal Infrastructure Renewal - Holdroom Enhancements Project
2. Notice of Exemption

STAFF REVIEW AND APPROVAL:

Originator:	Heba Shanaa, Senior Environmental Planner
Originating Dept.:	Capital Development Division
Director Review:	N/A
Chief Review:	Karen G. Kavanagh
CFO Review:	Angela Lake-Corey
CEO Approval:	Atif Elkadi

This Agenda Report has been reviewed by OIAA General Counsel.

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ONTARIO INTERNATIONAL AIRPORT
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MEETING DATE: **JULY 23, 2026**

SUBJECT: **AUTHORIZE THE CHIEF EXECUTIVE OFFICER TO NEGOTIATE AND EXECUTE ONE CONSTRUCTION SERVICES AGREEMENT WITH MCCARTHY BUILDING COMPANIES, INC. FOR CONSTRUCTION MANAGEMENT AT RISK (CMAR) SERVICES FOR FEDERAL AND NON-FEDERAL FUNDED PROJECTS**

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

RECOMMENDED ACTION(S): Authorize the Chief Executive Officer (CEO) or designee to negotiate and execute a construction services agreement (Agreement) with McCarthy Building Companies, Inc. for Federal and Non-Federal Funded Projects for a three-year term with the ability to extend for two one-year extensions, at the discretion of the Ontario International Airport Authority (OIAA) Commission, for an overall contract not-to-exceed amount of $50,000,000. (This amount includes the costs associated with phase 1 - Pre-Construction Services and General Conditions for the Restroom Modernization Project and the Holdroom Enhancements Project to be completed through this Agreement, contingent upon the Commission's separate CEQA notice of exemption determinations and approvals for those two Projects.

FISCAL IMPACT SUMMARY: Sources of funding for this Agreement will primarily come from the Federal Aviation Administration's (FAA) Airport Improvement Project (AIP) and Airport Infrastructure Grant (AIG) Programs, the OIAA's 2026 bond issuance, and other available airport funds. If required, additional funds will be identified. Funds for administration of this Agreement will be allocated via Task Orders within the funding sources for upcoming projects.

BACKGROUND: The Agreement provides Construction Management at Risk (CMAR) services for design collaboration, design assist, pre-construction services including cost estimating, constructability reviews, value engineering, local business outreach, subcontractor bidding and negotiation of a guaranteed maximum price (GMP) proposal for construction, followed by construction services for the Terminal Restroom Modernization Project and Terminal Holdroom Enhancements Project in Terminals 2 and Terminal 4 and other various improvement projects (Program Projects) at Ontario International Airport (ONT). The Program Projects may include the delivery of the proposed Parking Lot Improvements – Lots 2 through 4 project contingent upon Commission CEQA/project approval actions for the Parking Lot Improvements. Delivering these parking lot improvements under the CMAR will allow for a more efficient construction approach and will create an environment for the designer and the CMAR to work collaboratively to optimize the improvements for the Airport. Certain task orders issued under this Agreement may be funded in whole or in part with Federal funds, including – but not limited to – FAA AIP and AIG grant funding.

PROCUREMENT: Prior to initiating solicitation, the OIAA coordinated with the FAA to confirm use of the CMAR delivery method. The CMAR solicitation was released via OpenGov on April 17, 2026. A pre-proposal meeting and job walk were held on April 30, 2026. Requests for Clarifications from interested proposers were due by May 6, 2026, and proposal submissions were due by May 20, 2026. In support of small business participation and inclusion, all proposers were required to attend the OIAA's ONT Small Business Takeoff outreach event held on May 29, 2026. A total of nine (9) firms submitted proposals.

An Evaluation Committee (EC) completed the review of proposals submitted in response to the CMAR solicitation in accordance with the evaluation criteria established in the Request for Proposals (RFP), specifically considering the following three major phases:

Phase	Evaluation Criteria	Max Points
I.	Technical Proposal	40
II.	Interview	40
III.	Cost Proposal	20
	Maximum Score	**100**

McCarthy Building Companies, Inc. (McCarthy) received the highest overall score based on the evaluation criteria and is recommended for award as the CMAR. The EC was impressed by McCarthy's team, their experience, and the approach they had for the Program.

Final Rank	Firm	Total Score
1	**McCarthy Building Companies, Inc.**	**82.6620**
2	Swinerton Builders	75.5000
3	Suffolk Construction Company	71.2712

CEQA COMPLIANCE AND LAND USE APPROVALS: The award of this Agreement is not a "project" within the meaning CEQA Guidelines Section 15378, subdivision (a), because it does not have the potential to result in either a direct physical change in the environment or a reasonably foreseeable indirect physical change in the environment. Additionally, this action is not a "project" for purposes of CEQA pursuant to CEQA Guidelines Section 15378, subdivision (b), because it constitutes a continued administrative function of the OIAA. The CEQA determinations for the Terminal Restroom Modernization Project and Terminal Holdroom Enhancements Project – which would be administered under this Agreement – are separately addressed in the Staff Reports for Item Nos. 08 and 09, respectively, of the Commission's July 23, 2026 Agenda. Any additional future action connected to the CMAR, including the Parking Lot Improvements – Lots 2 through 4 that constitute a "project" will be reviewed for compliance with CEQA, and also may be subject to NEPA review by the FAA, where required.

STAFFING IMPACT (# OF POSITIONS): N/A

IMPACT ON OPERATIONS: N/A

SCHEDULE: N/A

ATTACHMENTS: N/A

STAFF REVIEW AND APPROVAL:

Originator:	Fady Kholosy, Sr. Project Manager
Originating Dept.:	Capital Development Division
Director Review:	N/A
Chief Review:	Karen G. Kavanagh
CFO Review:	Angela [illegible]
CEO Approval:	Atif Elkadi

This Agenda Report has been reviewed by OIAA General Counsel.

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MEETING DATE: **JULY 23, 2026**

SUBJECT: **AUTHORIZE THE CHIEF EXECUTIVE OFFICER (CEO) TO NEGOTIATE AND EXECUTE AN AGREEMENT WITH ROSENBAUER MINNESOTA, LIMITED LIABILITY COMPANY, FOR THE PANTHER 6X6 HRET AIRCRAFT RESCUE AND FIRE FIGHTING (ARFF) VEHICLE PRODUCTION**

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

RECOMMENDED ACTION(S): Authorize the Chief Executive Officer (CEO) to negotiate and execute an agreement with Rosenbauer Minnesota, Limited Liability Company, to initiate production of one Panther 6x6 HRET Aircraft Rescue and Fire Fighting (ARFF) vehicle.

FISCAL IMPACT SUMMARY: The current lead time for production of the ARFF vehicle is 20 months. There is no deposit required. Payment upon acceptance will be $1,683,871 due an estimated 20 months from the start of production, January 2028. Funds were set aside in the Fiscal Year 2026 capital budget.

BACKGROUND: Ontario International Airport (ONT) is a certificated airport under 14 CFR Part 139 and must maintain ARFF capability in accordance with Parts 139.315, 139.317, and 139.319. ONT currently maintains Index D ARFF coverage, based on the longest scheduled air carrier aircraft and average daily departures.

In 2018, ONT replaced its entire ARFF fleet simultaneously due to all prior apparatus exceeding useful life. As a result, the current fleet is of identical age and will approach the industry-standard 12-year frontline service life concurrently in 2029–2020.

To avoid a future single-cycle fleet replacement and associated financial and operational risk, staff proposes initiating a staggered replacement program beginning with one Panther 6x6 HRET unit with remaining replacement orders to follow in future fiscal years. ARFF apparatus have extended manufacturing lead times (18–20 months). By initiating this first step, ONT will proactively maintain operational readiness for its ARFF fleet.

Proactive staggered replacement:

- Maintains uninterrupted Part 139 compliance
- Maintains an additional ARFF Apparatus as standby equipment
- Reduces lifecycle cost spikes
- Ensures ARFF fleet reliability and operational readiness
- Aligns with long-term capital asset management best practices

PROCUREMENT: Staff recommends utilizing Sourcewell Contract No. 082025-RSD (Firefighting Apparatus Solutions), which was competitively solicited and awarded to Rosenbauer America, LLC through RFP No. 082025. Consistent with OIAA's Procurement Policy, the cooperative contract provides the best overall value by leveraging competitively established pricing and terms while expediting procurement and avoiding the need for a separate solicitation.

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:	James Kessler, Senior Vice President of Operations and Maintenance
Originating Dept.:	Operations and Maintenance Division
Director Review:	N/A
Chief Review:	
CFO Review:	Angela Cable-Conway
CEO Approval:	Atif Elkadi

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.

MEETING DATE: **JULY 23, 2026**

SUBJECT: **NAMING OF THE ONTARIO INTERNATIONAL AIRPORT AUTHORITY ADMINISTRATION BUILDING**

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

RECOMMENDED ACTION(S): Approve the name of the Ontario International Airport Authority Administration Building as the John P. Previti Administration Building in recognition of John P. Previti's distinguished service and lasting contributions to the Airport.

FISCAL IMPACT SUMMARY: Adequate funds associated with building signage and related materials are included in the adopted Operating Expense Budget.

BACKGROUND: Ontario International Airport (ONT or Airport) has benefited from the vision and long-term investment of individuals and families who have helped shape the Airport's growth and success. Among those is the Previti family, whose commitment to Ontario spans more than three decades. In the early 1990s, James Previti established Guardian Jet Center at ONT, creating one of Southern California's premier fixed-base operations. Since that time, Guardian Jet Center has served thousands of corporate and general aviation customers while supporting business aviation, generating economic activity, and reinforcing ONT's position as an important gateway for commerce and industry.

Building upon that commitment, the Previti family continued to invest in the Airport through the development of an additional hangar facility in 2018 that helped attract Raytheon, bringing high-skilled aerospace and defense jobs to the Airport and further strengthening the Airport's role as an economic engine for the Inland Empire. The family has requested that the Ontario International Airport Authority (Authority) consider naming the Airport's administration building in honor of James' son, John P. Previti, in recognition of his passion for flying, which helped to inspire the family's commitment to the Airport.

The proposed naming reflects the Authority's commitment to recognizing individuals whose vision, investment, and dedication have created lasting value for the Airport and the community it serves.

PROCUREMENT: N/A

CEQA COMPLIANCE AND LAND USE APPROVALS: N/A

STAFFING IMPACT (# OF POSITIONS): N/A

IMPACT ON OPERATIONS: N/A

SCHEDULE: Upon Commission approval, staff will coordinate installation of building signage and update appropriate airport records and wayfinding materials.

ATTACHMENTS: N/A

STAFF REVIEW AND APPROVAL:

Originator:	Atif Elkadi, Chief Executive Officer
Originating Dept.:	Executive Division
Director Review:	N/A
Chief Review:	Atif Elkadi
CFO Review:	
CEO Approval:	Atif Elkadi

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MEETING DATE: JULY 23, 2026

SUBJECT: FISCAL YEAR 2021 - 2028 CAPITAL IMPROVEMENT PROGRAM UPDATE

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

RECOMMENDED ACTION(S): Receive Fiscal Year 2021-2028 Capital Improvement Program update.

FISCAL IMPACT SUMMARY: N/A

BACKGROUND: Ontario International Airport's (ONT or Airport) Capital Improvement Program (CIP) is designed to support ongoing investment in infrastructure, facilities, equipment, and technology that maintain and enhance airport operations at Ontario International Airport (ONT) while preparing for future growth. Capital projects are driven by safety and security requirements, operational needs, passenger expectations, customer service demands, air service growth, and commercial development opportunities. The Airport's capital planning efforts are guided by the goals and objectives of the Ontario International Airport Authority (OIAA), applicable federal and state regulations, including Federal Aviation Administration (FAA) requirements, and obligations established under the Airline Operating Use and Lease Agreement (ULA).

To identify, evaluate, and prioritize capital projects, OIAA utilizes a Project Development Process that considers project urgency, long-term operational requirements, strategic objectives, and available resources. The CIP consists of annual CIP projects for Fiscal Years 2021 through 2028 that are developed within the framework of the Airport's broader short- and long-term CIP. Each annual CIP is intended to ensure that ONT can maintain and expand its facilities, comply with regulatory requirements, support continued growth, and provide high-quality service to the traveling public. The CIP also supports the OIAA Commission's goals and objectives to plan, direct, and invest in aviation services and facilities in a safe, secure, and efficient manner.

Attachment A provides a status update on approved CIP projects included in each annual CIP for Fiscal Years 2021 through 2026, as well as information on proposed CIP projects for Fiscal Years 2027 and 2028. The status update illustrates project progression for the approved CIP projects and reflects anticipated expenditures for these CIP projects, many of which require multiple fiscal years to complete due to the timing of design, permitting, procurement, construction, and other implementation activities.

CIP projects identified in Fiscal Years 2027 and 2028 that require Commission approval will be agendized for Commission review and approval to ensure compliance with the California Environmental Quality Act (CEQA), funding authorization, and contract award approval, as applicable. All expenditures associated with the CIP projects are subject to OIAA purchasing policies and procedures, including applicable competitive procurement requirements.

CIP projects are anticipated to be financed through a combination of the upcoming bond issuance, revolving credit facilities, OIAA reserves, grant funding, and Passenger Facility Charges (PFCs). OIAA will continue to pursue and evaluate additional grant opportunities to support capital investments. Project costs are allocated among the Airfield, Terminal, Transportation, and Commercial Development cost centers and are recoverable in accordance with the terms of the ULA through landing fees, terminal rents, and other applicable rates and charges.

CIP Projects are subject to the limitations established under the ULA. Projects exceeding the applicable ULA threshold, net of grant funding and Passenger Facility Charges (PFCs), and adjusted annually based on the Consumer Price Index (CPI), require approval by a Majority-in-Interest (MII) of the signatory airlines that are party to the ULA. For FY 2027, the MII approval threshold is $1,000,000 per project.

PROCUREMENT: N/A

CEQA COMPLIANCE AND LAND USE APPROVALS: This is a discussion Item only and is not a “project” within the meaning of CEQA Guidelines Section 15378, subdivision (a), because it does not have the potential to result in either a direct physical change in the environment or a reasonably foreseeable indirect physical change in the environment.

Additionally, this is not a “project” for purposes of CEQA pursuant to CEQA Guidelines Section 15378, subdivision (b), because it constitutes a continued administrative function of the OIAA in relation to fiscal activities. Any future action connected to CIPs that constitutes a “project” will be reviewed for compliance with CEQA.

STAFFING IMPACT (# OF POSITIONS): N/A

IMPACT ON OPERATIONS: N/A

SCHEDULE: N/A

ATTACHMENTS:

1. Attachment A – FY2021 – FY2028 Capital Improvement Program Presentation

STAFF REVIEW AND APPROVAL:

Originator:	Karen Kavenagh, Executive Vice President of Strategy and Performance
Originating Dept.:	Capital Development Division
Director Review:	N/A
Chief Review:	Karen G. Kavanagh
CFO Review:	[illegible]
CEO Approval:	Atif Elkadi

This Agenda Report has been reviewed by OIAA General Counsel.

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ONTARIO INTERNATIONAL AIRPORT
So Cal. So Easy.

MEETING DATE: **JULY 23, 2026**

SUBJECT: **A RESOLUTION OF THE ONTARIO INTERNATIONAL AIRPORT AUTHORITY AUTHORIZING ISSUANCE OF ONTARIO INTERNATIONAL AIRPORT REVENUE BONDS AND CERTAIN RELATED ACTIONS**

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

RECOMMENDED ACTION(S): That the Ontario International Airport Authority (OIAA) adopt Resolution No. 2026-07 authorizing the issuance of its proposed Airport Revenue Bonds, Series 2026 (the 2026 Bonds) to (i) refund notes payable to PNC Bank National Association that funded prior, capital improvements; (ii) fund certain capital improvement projects for the Fiscal Year End (FYE) 2027 and 2028; and (iii) authorize the Chief Executive Officer (CEO), the Executive Vice President (EVP), and the Interim Chief Financial Officer (CFO), or their designees to take actions to proceed with the issuance of the 2026 Bonds.

FISCAL IMPACT SUMMARY: The 2026 Bonds are anticipated to fund approximately $175 million of capital project expenditures over the next two (2) fiscal years, and consolidate debt by repaying the current balance of the PNC Bank Notes currently outstanding in the estimated amount of $38 million, which funded prior year capital costs, for a total net funding amount of approximately $213 million. The 2026 Bonds are preliminarily anticipated to be issued in an estimated par amount of $233.8 million, with a term of approximately 30 years, and approximate annual debt service of $15.7 million per fiscal year. Costs are preliminary and subject to change pending final review of project costs, tax counsel review, and market conditions when the 2026 Bonds are issued as expected in late-September/early October 2026.

BACKGROUND: The Board of Commissioners has previously approved expenditures on certain capital projects, and OIAA has previously drawn on the PNC Bank revolving line of credit to fund capital projects in prior years with the expectation that such draws would be repaid from future Airport Revenue Bonds. A description of the projects anticipated to be funded from the 2026 Bonds is listed on Exhibit A of the attached Resolution. The designated capital improvement projects generally include certain public safety enhancements, airfield upgrades, terminal improvements, and road and parking lot rehabilitation.

Subject to ongoing tax counsel review of the projects, the 2026 Bonds are anticipated to be issued in two series: tax-exempt Series 2026A (Non-AMT), and Series 2026B (AMT). The Resolution sets forth certain parameters under which OIAA authorized representatives would proceed to complete other necessary documentation to complete the financing, as follows:

Principal Amount of 2026 Bonds Not-to-Exceed: $300,000,000
Underwriting Fee Not-to-Exceed: 0.50% of the original par amount
Final Maturity Date for the 2026 Bonds Not Later Than: May 15, 2056
True Interest Cost Not-to-Exceed: 6.00% per annum

Based on a preliminary estimate of the 2026 Bonds to be issued, market interest rates, and other assumptions, the Resolution also contains certain Good Faith Estimates provided in accordance with Government Code Sect. 5852.1. Such estimates are preliminary and subject to change as referenced therein.

The financing team appointed by OIAA are currently undertaking the preparation of documents necessary to effectuate the issuance of the 2026 Bonds, including:

- Fourth Supplemental Trust Indenture (to the Master Indenture)
- Preliminary Official Statement (including the Report of the Airport Consultant)
- Bond Purchase Agreement
- Continuing Disclosure Certificate

Such documents are anticipated to be substantially complete and available for review and consideration for approval by the Board of Commissioners at its regular meeting on August 27, 2026. During this time, the finance team are also working to secure ratings for the 2026 Bonds, evaluate the economic benefits of securing bond insurance and/or a reserve fund surety, and prepare for the marketing of the 2026 Bonds to prospective investors.

Based on the anticipated timeline, and subject to market conditions, the finance team expects to set the price of the 2026 Bonds and execute the Bond Purchase Agreement in mid-September, with a closing date anticipated in late-September/early-October.

PROCUREMENT: N/A

CEQA COMPLIANCE AND LAND USE APPROVALS: N/A

STAFFING IMPACT (# OF POSITIONS): N/A

IMPACT ON OPERATIONS: Approval of the bond issuance will provide funding for the Authority's Capital Improvement Program (CIP), enabling critical infrastructure investments that support the Airport's long-term operational needs, safety, regulatory compliance, capacity, and customer experience. While the bond issuance itself does not directly change daily operations, the projects funded through the proceeds are expected to improve operational efficiency, enhance system reliability, and support continued passenger and airline growth.

SCHEDULE: N/A

ATTACHMENTS:

1. Resolution No. 2026-07
2. Appendix A: Government Code Section 5852.1 Disclosure
3. Exhibit A: Projects anticipated to be funded by the 2026 Bonds

STAFF REVIEW AND APPROVAL:

Originator:	Alex Ballesteros, Senior Manager of Capital Finance and Treasury
Originating Dept.:	Finance Division
Director Review:	N/A
Chief Review:	Angela Castle-Bonny
CFO Review:	Angela Castle-Bonny
CEO Approval:	Atif Elkadi

This Agenda Report has been reviewed by OIAA General Counsel.

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RESOLUTION NO. 2026-07

A RESOLUTION OF THE ONTARIO INTERNATIONAL AIRPORT AUTHORITY AUTHORIZING THE ISSUANCE OF ONTARIO INTERNATIONAL AIRPORT REVENUE BONDS AND CERTAIN RELATED ACTIONS

WHEREAS, the Ontario International Airport Authority (the "Authority") was established under a Joint Exercise of Powers Agreement (the "Joint Powers Agreement") between the City of Ontario (the "City") and the County of San Bernardino (the "County") pursuant to the Joint Exercise of Powers Act of the State of California (the "Joint Powers Act"), for the purpose of operating, maintaining, managing, developing and marketing the Ontario International Airport (the "Airport"); and

WHEREAS, the Joint Powers Agreement provides that the Authority shall have the power to borrow money and to issue revenue bonds in accordance with the Joint Powers Act ("Authority Revenue Bonds"); and

WHEREAS, pursuant to Section 6586.5 of the Government Code, the City Council of the City caused a public hearing to be held regarding financing or refinancing of capital improvements at the Airport by the Authority, notice of which public hearing was published in a newspaper of general circulation in the County at least five (5) days prior to such public hearing; and

WHEREAS, the City Council of the City adopted Resolution No. 2016-102 on October 4, 2016 approving the Authority's financing or refinancing of capital improvements at the Airport with additional revenue bonds and found in accordance with the criteria set forth in Section 6586 of the Government Code that such financings will (a) result in significant public benefit by enabling the more efficient operation of the Airport as a public transportation facility within the jurisdiction of the City and the County and (b) serve a public purpose; and

WHEREAS, the Authority has previously issued its Ontario International Airport Authority Subordinated Revenue Note, Series 2025 (Tax-Exempt) and Ontario International Airport Authority Subordinated Revenue Note, Series 2025 (Taxable) (together, the "Notes") pursuant to a Revolving Credit Agreement dated as of February 1, 2023 (as amended by the First Amendment to Revolving Credit Agreement, dated November 8, 2024 and the Second Amendment to Revolving Credit Agreement, dated November 6, 2025) to finance portions of the 2026 Project (hereinafter defined); and

WHEREAS, the Authority has previously entered into a Master Trust Indenture (the "Master Indenture"), dated as of November 1, 2016, between the Authority and The Bank of New York Mellon Trust Company, N.A., as trustee (as amended and supplemented, the "Indenture"); and

WHEREAS, the Master Indenture provides, in Section 2.09 thereof, for the issuance of Bonds in multiple series and, in Section 10.02 thereof, for the execution and delivery of Supplemental Indentures setting forth the terms of such Bonds and, in Section 2.11 thereof, the conditions for issuing Additional Bonds; and

WHEREAS, the Authority now desires to issue Additional Bonds for the purpose of paying the Costs of the 2026 Project,

NOW, THEREFORE BE IT RESOLVED BY THE BOARD OF COMMISSIONERS OF THE ONTARIO INTERNATIONAL AIRPORT AUTHORITY:

SECTION 1. References. Unless the context shall clearly indicate some other meaning, all words and terms used in this resolution which are defined in the Master Indenture shall have the meanings given to them in the Master Indenture. Unless the context shall clearly indicate some other meaning, the following terms shall have the following meanings for all purposes of this resolution:

"2026 Project" means (a) all or a portion of the Designated Capital Improvement Projects and payment of the principal of and interest on the Notes where the proceeds of which were applied to such costs, and (b) the funding of reserves, capitalized interest and costs of issuance.

"Authorized Authority Representative" means each of the Chief Executive Officer of the Authority, the Executive Vice President of the Authority and the Interim Chief Financial Officer of the Authority and their respective designees.

"Designated Capital Improvement Projects" means that portion of the Authority's capital improvement program set forth in Exhibit A attached hereto, as the same may be modified as set forth in Section 3 hereof.

SECTION 2. Authorization of the 2026 Bonds. In order to provide funds to finance the 2026 Project, there is hereby authorized to be issued pursuant to the Indenture the Authority's Ontario International Airport Revenue Bonds, Series 2026 (the "2026 Bonds") in the aggregate principal amount of not to exceed Three Hundred Million Dollars ($300,000,000). The 2026 Bonds shall have such terms and provisions as set forth in a Supplemental Indenture to be approved by the Board by separate resolution; provided that no maturity shall be later than May 15, 2056 and the 2026 Bonds shall have a true interest cost not to exceed six percent (6%) per annum. To the extent determined by the Authorized Authority Representative executing the Supplemental Indenture, the 2026 Bonds may be issued in several Series, in which case the Series designation for each such separate Series shall distinguish each such Series and shall be as determined by the Authorized Authority Representative and set forth in the Supplemental Indenture. The proceeds from the sale of the 2026 Bonds shall be applied as provided in the Supplemental Indenture.

SECTION 3. Designated Capital Improvement Projects. The Board hereby approves the financing of the Designated Capital Improvement Projects with the proceeds of the 2026 Bonds. An Authorized Authority Representative may determine not to finance certain Designated Capital Improvement Projects with the proceeds of the 2026 Bonds or add projects from the Authority's capital improvement program to the Designated Capital Improvement Projects prior to the issuance of the 2026 Bonds as such Authorized Authority Representative may determine to be in the best interest of the Authority. An Authorized Authority Representative may, after the issuance of the 2026 Bonds, upon the advice of bond counsel, determine not to finance certain Designated Capital Improvement Projects with the proceeds of the 2026 Bonds and reallocate such proceeds to other projects from the Authority's capital improvement program as such Authorized Authority Representative may determine to be in the best interest of the Authority.

SECTION 4. Bond Insurance Policy; Debt Service Reserve Policy. If determined by an Authorized Authority Representative that obtaining a Bond Insurance Policy and/or a Debt Service Reserve Policy is in the best interest of the Authority, the Authority is authorized to obtain, and pay the required premium for, a Bond Insurance Policy from a bond insurance company with respect to all or a portion of the 2026 Bonds. The Board hereby authorizes and approves obtaining a Debt Service Reserve Policy in the amount of the Required Reserve for the 2026 Bonds, and the payment of the required premium therefor. Any additional covenants, terms and provisions relating to a Bond Insurance Policy and/or Debt Service Reserve Policy may be included in the Supplemental Indenture to be approved by the Board by separate resolution; provided, however, no interest rate payable thereunder shall exceed the maximum interest rate permitted by law.

SECTION 5. Ratifications. The appointment of each Authorized Authority Representative and all actions heretofore or hereafter taken by any Authorized Authority Representative or officer or agent of the Authority in connection with or related to the issuance and sale of the 2026 Bonds or the matters set forth in this resolution are hereby approved, confirmed and ratified. The Authority hereby approves and ratifies the appointment of BofA Securities, Inc. and Ramirez & Co., Inc. as the underwriters for the 2026 Bonds; provided, however, that the amount of the underwriting fee paid to the underwriters shall not exceed 0.50% of the original par amount of the 2026 Bonds.

SECTION 6. Additional Actions. Each Authorized Authority Representative, acting individually, is hereby authorized, empowered and directed, for and in the name of and on behalf of the Authority, to take any and all actions, to execute any and all documents, and to pay or cause to be paid all costs and expenses, as may be necessary or desirable to effectuate the purposes of this resolution and the transactions herein authorized.

SECTION 7. Section 5852.1 Compliance. In order to comply with Government Code Section 5852.1, the Board has obtained from the Authority's municipal advisor the good faith estimates relating to the 2026 Bonds as set forth in Appendix A attached to this Resolution, and such information is hereby disclosed and made public.

SECTION 8. Resolution Effective Immediately. This resolution shall take effect immediately.

SECTION 9. Certification. The Secretary/Assistant Secretary shall certify as to the adoption of this Resolution.

PASSED, APPROVED, AND ADOPTED at a Regular Meeting this 23rd day of July, 2026.

____
ALAN D. WAPNER, OIAA PRESIDENT

ATTEST:

____
COMMISSION CLERK/
ASSISTANT SECRETARY

____
APPROVED AS TO LEGAL FORM:
LORI D. BALLANCE, 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. 2026-07 is the original and was duly passed and adopted by the Commission of the Ontario International Airport Authority at their Regular Meeting held July 23, 2026, by the following roll call vote, to wit:

AYES: COMMISSIONERS:

NOES: COMMISSIONERS:

ABSENT: COMMISSIONERS:

COMMISSION CLERK/ASSISTANT SECRETARY

(SEAL)

APPENDIX A

Government Code Section 5852.1 Disclosure

The good faith estimates set forth herein are provided with respect to the 2026 Bonds in accordance with California Government Code Section 5852.1. Such good faith estimates have been provided to the Authority by PFM Financial Advisors LLC, an Authority Municipal Advisor based on the terms of the Indenture and market conditions as of July 6, 2026 and assuming the Authority were to borrow the maximum amount permitted under this Resolution and pay principal and interest on the 2026 Bonds on a level debt service basis with a final maturity of May 15, 2056. Capitalized terms not otherwise defined in this Appendix A shall have the meanings set forth in this Resolution.

Principal Amount. The Municipal Advisor has informed the Authority that, based on the assumptions described above, it's good faith estimate of the aggregate principal amount of the 2026 Bonds to be sold is **$233,760,000** (the "Estimated Principal Amount").

True Interest Cost of the 2026 Bonds. The Municipal Advisor has informed the Authority that, assuming that the Estimated Principal Amount of the 2026 Bonds is sold, and based on the assumptions described above, the True Interest Cost of the 2026 Bonds is 4.783**%.**

Finance Charge of the 2026 Bonds. The Municipal Advisor has informed the Authority that, assuming that the Estimated Principal Amount of the 2026 Bonds is sold, and based on the assumptions described above, its good faith estimate of the finance charge for the 2026 Bonds, which means the sum of all fees and charges paid to third parties (or costs associated with the 2026 Bonds), is **$1,453,000**.

Amount of Proceeds to be Received. The Municipal Advisor has informed the Authority that, assuming that the Estimated Principal Amount of the 2026 Bonds is sold, and based on assumptions described above, its good faith estimate of the amount of proceeds expected to be received by the Authority for sale of the 2026 Bonds, less the finance charge of the 2026 Bonds, as estimated above, and any reserves or capitalized interest paid or funded with proceeds of the 2026 Bonds, is **$213,243,000**.

Total Payment Amount. The Municipal Advisor has informed the Authority that, assuming that the Estimated Principal Amount of the 2026 Bonds is sold, and based on the assumptions described above, its good faith estimate of the total payment amount, which means the sum total of all payments the Authority will make to pay debt service on the 2026 Bonds, plus the finance charge for the 2026 Bonds, as described above, not paid with the proceeds of the 2026 Bonds, calculated to the final maturity of the 2026 Bonds, is **$459,267,000**.

The foregoing estimates constitute good faith estimates only. The actual principal amount of the 2026 Bonds issued and sold, the true interest cost thereof, the finance charges thereof, the amount of proceeds received therefrom and total payment amount with respect thereto may differ from such good faith estimates due to (a) the actual date of the sale of each of the 2026 Bonds being different than the date assumed for purposes of such estimates, (b) the actual principal amount of 2026 Bonds sold being different from the Estimated Principal Amount, (c) the actual repayment dates of the 2026 Bonds being different than assumed for purposes of such estimates, (d) the actual market interest rates at the time of sale of each 2026 Bond being different than those estimated for purposes of such estimates, (e) other market conditions, (f) any downgrades to the credit rating of the Authority, or (f) alterations in the Authority's financing plan, delays in the financing, additional legal work, or a combination of such factors and additional finance charges, if any, attributable thereto. The actual date of sale of the 2026 Bonds and the actual principal amount of 2026 Bonds sold will be determined by the Authority based on the timing of the need for proceeds of the 2026 Bonds and other factors. The actual interest rates borne by the 2026 Bonds will depend on market interest rates at the time of sale thereof. Any amortization of the 2026 Bonds, if applicable, will also depend, in part, on market interest rates at the time of sale thereof. Market interest rates are affected by economic and other factors beyond the control of the Authority.

Exhibit A

Designated Capital Improvement Projects

Non-AMT Assets

Administrative Office Parking Lot Rehabilitation
Rehabilitate Runway 8R-26L and Connector Taxiways, Year 1 (Construction)
Rehabilitate Runway 8R-26L and Connector Taxiways, Year 2 (Construction)
Terminal 1 Apron
Reconstruct Taxiway S East of Cucamonga Channel
Runway 26R ILS Upgrade
Reconstruct Taxiway F, Shoulder, and Paved Island between TWY S and Mvmnt Area
Reconstruct Taxilane G
Reconstruct Runway 8L-26R, Taxiway N, and Connector Taxiways East of Taxiway U
Reconstruct Taxiway F from Runway 8L-26R to Taxiway S
Enhanced Airfield Security
ARFF Vehicle Replacement
Airport Drive Rehabilitation (Include Water Consumption Reduction Scope)
John Bangs Reconstruction (Design)
John Bangs Drive Reconstruction
Terminal Way Rehabilitation

AMT Assets

Zero Emissions Initiatives - eGSE Chargers at Terminal 1
Replace End of Life Axis Security Cameras
Jet Bridge Interior Cameras
Replace Emergency Phone System
Video Intercoms
Campuswide Fire Alarm System Replacement
LED Displays for Advertising/Promotional Space
Monument Signage Construction
Terminal and Office Space Reconfiguration - Remaining Enhancement
Advertising Displays Replacement
Paging System Replacement
Ground Power Unit (GPU) Lifecycle Replacement
Pre-Conditioned Air Units (26 Gates)
Security Screening Checkpoint Expansion Project (Terminals 2 and 4)
Signage and Wayfinding Project
Upper and Lower Baggage Handling (BHS) Controls
Terminal 2 Emergency Generator Fuel Tank
Aviramp Purchase
Terminal 2 Airline Ticketing Office (ATO) Expansion
Terminal 2 LIDS
Terminal 2 Ticket Counter Reallocation
Terminal Infrastructure Renewal - Holdroom Enhancements
Terminal Infrastructure Renewal - Restroom Modernization
CUTE/CUPPS for Gate and Check-in Areas (Terminal 2)
Existing FIS Enhancements
Zero Emissions Initiatives - eGSE Chargers at Terminal 2
Zero Emissions Initiatives - eGSE Chargers at Terminal 4
Elevator Upgrades
CUTE/CUPPS Terminal 4
Digital Innovation (LIDS, Lighting, Bag Claim Screens)
Terminal 2 Millwork
Concession Space Buildout Prep
Ground Transportation Management System
Parking Access and Revenue Control System Upgrades (PARCS) - Include FIS Lot PARCS
Rental Car Road Rehabilitation
Lots 2 through 4 Rehabilitation (Including EV Chargers and ADA Upgrades)
OIAA Electric Shuttle Replacement