

1. EXPLANATION OF CATEGORIAL EXEMPTION: TERMINAL 1 APRON RECONSTRUCTION

1.1 INTRODUCTION

The Ontario International Airport Authority (OIAA), owner and operator of the Ontario International Airport (ONT or Airport), in the City of Ontario, California, utilizes the applicable Categorical Exemption under California Environmental Quality Act (CEQA) Guidelines¹ Sections 15301 and 15302 to repair, maintain, replace, and reconstruct existing airfield pavement adjacent to Terminal 1 and the International Arrivals Terminals at ONT (proposed project).

1.2 EXISTING CONDITIONS

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

In March 2020, OIAA prepared an Airport Pavement Management Study (APMS), the *Pavement Management Program (PMP) Report: Airside in March 2020*, identifying existing (2018) pavement conditions and projected pavement conditions for the years 2023 through 2028.² According to the study, Pavement Conditions Index (PCI) scores for pavement sections within the proposed project area range from Poor (PCI of 41-55) to Fair (PCI of 56-70). Pavement sections within the proposed project area are projected to range from Very Poor (PCI of 26-40) to Poor (PCI of 41-55) by 2023 without implementation of the proposed project.

1.3 PROPOSED PROJECT

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

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

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

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

1.4 CONSTRUCTION SCHEDULE

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

1.5 CATEGORICAL EXEMPTIONS UNDER CEQA

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

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

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

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

Examples include but are not limited to:

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

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

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

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

- (1) 50 percent of the floor area of the structures before the addition, or 2,500 square feet, whichever is less; or
- (2) 10,000 square feet if:
 - (A) The project is in an area where all public services and facilities are available to allow for maximum development permissible in the General Plan and
 - (B) The area in which the project is located is not environmentally sensitive.
- (f) Addition of safety or health protection devices for use during construction of or in conjunction with existing structures, facilities, or mechanical equipment, or topographical features including navigational devices;
- ...
- (l) Demolition and removal of individual small structures listed in this subdivision:
 - (1) One single-family residence. In urbanized areas, up to three single-family residences may be demolished under this exemption.
 - (2) A duplex or similar multifamily residential structure. In urbanized areas, this exemption applies to duplexes and similar structures where not more than six dwelling units will be demolished.
 - (3) A store, motel, office, restaurant, or similar small commercial structure if designed for an occupant load of 30 persons or less. In urbanized areas, the exemption also applies to the demolition of up to three such commercial buildings on sites zoned for such use.
 - (4) Accessory (appurtenant) structures including garages, carports, patios, swimming pools, and fences.

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

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

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

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

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

1.6 CONCLUSION

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