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Attachment 1 – Reconstruction, Repair, and Replacement of Existing Facilities and Equipment at Portions of Runway 8L-26R and Taxiways N, V, and W Project

Explanation of Categorical Exemptions Pursuant to the California Environmental Quality Act for the Reconstruction, Repair, and Replacement of Existing Facilities and Equipment at Portions of Runway 8L-26R and Taxiways N, V, and W Project.

Introduction

The Ontario International Airport Authority (OIAA or Authority), owner and operator of the Ontario International Airport (ONT or Airport), in the City of Ontario, California, utilizes the applicable Categorical Exemptions under California Environmental Quality Act (CEQA) Guidelines Sections 15300 – 15333¹ to reconstruct portions of Runway 8L-26R and Taxiways N, V, and W.

Existing Conditions

The Airport operates two parallel runways, Runway 8L-26R and Runway 8R-26L, and a series of taxiways to accommodate daily aircraft operations. Runway 8L-26R, the longer of the two parallel runways at approximately 12,197 feet long and 150 feet wide, serves as the primary arrival/departure runway for commercial aircraft at ONT. Runway 8L-26R is located south of the Terminals and is accessible to aircraft taxiing to and from the terminal areas via Taxiway N and several connector taxiways north of Runway 8L-26R.

Runway 8L-26R was constructed in 1980 and Taxiways N, V, and W are over 20 years old. In 2020, OIAA prepared an Airport Pavement Management System (APMS) study, using airfield pavement survey data from Quarter 4 of 2018. The APMS study rated existing airfield pavement on a pavement conditions index (PCI) scale from 0 to 100, with 100 representing new pavement. The existing Runway 26R end, Taxiway N, and connector taxiways pavement east of Taxiway U were determined to have projected (2025) PCIs ranging from 38 (Very Poor) to 59 (Fair). The APMS study

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

indicated the existing (2018) and projected (2025) PCI scores for the following pavement areas:

- Runway 8L-26R keel section: (2018) 61 – Fair; (2025) 54 – Poor
- Runway 26R blast pad: (2018) 69 – Fair; (2025) 57 – Fair
- Runway 8L-26R north shoulder: (2018) 60 – Fair; (2025) 50 – Poor
- Runway 8L-26R south shoulder: (2018) 67 – Fair; (2025) 59 – Fair
- Taxiway N and shoulders: (2018) 53 – Poor; (2025) 41 – Poor
- Taxiway W: (2018) 55 – Poor; (2025) 44 – Poor
- Taxiway W shoulders: (2018) 64 – Fair; (2025) 55 – Poor
- Taxiway V and shoulders: (2018) 46 – Poor; (2025) 38 – Very Poor

Proposed Project

The Reconstruction, Repair, and Replacement of Existing Facilities and Equipment at Portions of Runway 8L-26R and Taxiways N, V, and W project (Proposed Project) would comprise full-depth reconstruction of the Runway 8L-26R keel section (between Taxiway U and the Runway 26R blast pad), Taxiway N (east of Taxiway U), Taxiway V (between Taxiway N and Runway 8L-26R), and Taxiway W (between Taxiway N and Runway 8R-26L) at ONT. The Proposed Project would improve existing airfield pavement; replace airfield lighting devices; repair spall and cracks on the Runway 8L-26R non-keel pavement; replace the Runway 26R blast pad; and replace the Runway 8L-26R shoulder pavement and shoulder pavement within segments of Taxiway W (between Taxiway N1 and Runway 8R-26L). The in-kind reconstruction and replacement of existing airfield pavement, facilities, and equipment, in the same location and site, would be for the same uses and purposes, and would not increase passenger activity or change the number, capacity, or type of aircraft operations at the Airport.

The surveyed areas from the APMS study described above all require reconstruction to maintain operational safety and to reduce the frequency of maintenance. The Proposed Project would reconstruct approximately 192,000 square yards of existing runway and taxiway pavement (see **Attachment 1, Exhibit 1**). The Proposed Project would include demolition of existing pavement; excavation of aggregate base materials and soil or subbase materials; installation of Portland Cement Concrete (PCC) panels within primary runway and taxiway areas; installation of hot mix asphalt-concrete (AC) pavement within Runway 8L-26R shoulders, Taxiways N, V, and W shoulders, and the Runway 26R blast pad; concrete spall and crack repair; paint marking; and replacement of in-pavement airfield lighting devices and associated electrical elements.

Demolition of Existing Pavement: Removing old pavement to prepare for new construction.

Excavation of Aggregate Base and Subbase Materials: Removing underlying base materials to reach a stable foundation.

Installation of PCC Panels: Laying down new concrete panels, including base and subbase, for primary runway and taxiway areas.

Installation of AC Pavement: Applying hot mix asphalt-concrete pavement on runway shoulders, taxiways, and blast pads.

Crack and Spall Repair: Over time, concrete pavements may develop cracks and spalls (chunks breaking off). Repairing these defects is necessary to maintain the structural integrity and safety of the taxiway.

Paint marking: The delineation of traffic lanes, symbols, and safety features, ensuring precise guidance for aircraft movements and enhancing overall safety on the reconstructed taxiway surface.

Replacement of In-Pavement Airfield Lighting and Electrical Elements: Upgrading airfield lighting and related electrical components for improved visibility and functionality.

The depth of excavation associated with the Proposed Project would be consistent with the design standards identified in

Federal Aviation Administration (FAA) Advisory Circular 150/5320-6G, *Airport Pavement Design and Evaluation*, reaching depths of up to approximately 5 feet, and would not go beyond the depth of existing disturbance. All electrical and utility extensions associated with replacement of airfield lighting devices would be included in the pavement reconstruction component of the Proposed Project and would not require additional trenching or ground disturbance.

The proposed project area is within the 0.2-percent Annual Chance Flood Hazard Area, which is categorized by the Federal Emergency Management Agency as a Moderate to Low Risk Area; the proposed improvements would not result in changes to the existing floodplain.^{2,3}

Construction

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

- Light-duty trucks
- Milling machines
- Dump and haul trucks
- Backhoes
- Asphalt and concrete paving equipment

The Authority currently operates a construction storage and staging area southwest of the intersection of Airport Drive and Vineyard Avenue (see **Attachment 1, Exhibit 2**). Construction staging for the Proposed Project would also occur at the existing storage and staging area. Construction access to the proposed project site would be accommodated from the storage and staging area via a secured access gate approximately 250 feet west of the North Secured Area Access Point. The construction haul route would be via Airport Drive, which provides access to the local and regional surface transportation network and Interstate 10, located north of the proposed project area. All construction materials would be procured through available local and regional sources within the southern California region.

Best Management Practices

The ONT airfield contains recorded instances of burrowing owl burrows. The Proposed Project would be completed entirely on previously developed, paved Airport property. However, surveys for burrowing owls within suitable habitat near the proposed project area would be completed in accordance with the 2012 California Department of Fish and Wildlife *Staff Report on Burrowing Owl Mitigation* prior to mobilization for construction. Based on results of the survey, avoidance and minimization measures for burrowing owls would be implemented to ensure no direct or indirect impacts to active burrows/nesting owls would occur.

Schedule

Construction of the Proposed Project would begin in Quarter 1, calendar year 2026 and would be complete by Quarter 4, calendar year 2026. OIAA would schedule construction to avoid or minimize impacts to aircraft operations to the extent feasible, including scheduling night-time work.

Project Need

The Proposed Project is essential to ensure operational safety and reduce maintenance frequency at ONT by addressing critical pavement deterioration, replacing outdated airfield lighting, and repairing pavement spall and cracks. This reconstruction would not alter land use, passenger activity, or result in a change to the number or type of aircraft operations but is necessary to maintain the Airport's safety standards and operational efficiency.

² Federal Emergency Management Agency, Flood Insurance Rate Map No. 060718837J, September 2, 2016.

³ California Department of Water Resources, Best Available Map, accessed September 13, 2022. (Available at: <https://gis.bam.water.ca.gov/bam/>)

Categorical Exemption(s) Under CEQA

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

- 14 California Code of Regulations 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 (CCR) Section 15302 (Class 2) – Replacement or Reconstruction

Class 2 consists of replacement or reconstruction of existing structures and facilities where the new structure will be located on the same site as the structure replaced and will have substantially the same purpose and capacity as the structure replaced.

Applicability of Proposed Project

Class 1 pertains to the Proposed Project as it would reconstruct existing airfield pavement and replace in-pavement lighting devices and associated electrical elements in-kind. Pavement reconstruction activities would occur on the existing airfield pavement and no additional areas would be paved. Class 2 pertains to the Proposed Project as it would replace and reconstruct existing structures and facilities on the same site and serve the same purpose as existing facilities. The Proposed Project would constitute continuation of the existing and allowable use on Airport property and would not increase capacity or passenger activity or result in a change in the number or type of aircraft operations at the Airport. As a continuation of an existing use, construction and operation of the Proposed Project would not result in any significant impacts to traffic, noise, air quality, or water quality, or other resource categories identified in Appendix G of the CEQA Statute and Guidelines.

Conclusion

The Proposed Project would comprise the reconstruction, repair, and replacement of existing facilities and equipment, in the same location, within portions of Runway 8L-26R (between Taxiway U and the Runway 26R blast pad), Taxiway N (east of Taxiway U), Taxiway V (between Taxiway N and Runway 8L-26R), and Taxiway W (between Taxiway N and Runway 8R-26L) at the Airport. 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 State CEQA Guidelines (14 CCR) Sections 15301 (Class 1 – Existing Facilities) and 15302 (Class 2 – Replacement or Reconstruction). Therefore, the Proposed Project would have no significant effect on the environment and is categorically exempt from further CEQA review.