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Attachment 1 – Vehicle Service Road Reconstruction Project

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

Introduction

The Ontario International Airport Authority (OIAA or Authority), as the owner and operator of Ontario International Airport (ONT or Airport), located in the City of Ontario, California, proposes the Vehicle Service Road (VSR) Reconstruction project (Proposed Project) to improve the pavement condition of the VSR to ensure the safety and efficiency of airside operational vehicle movement. All design, demolition, and construction associated with the Proposed Project is categorically exempt from further California Environmental Quality Act (CEQA), per CEQA Guidelines Sections 15301 – 15302¹ to complete all necessary design, permitting, demolition, and construction of the Proposed Project.

Existing Conditions of the VSR

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

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

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

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

Proposed Project

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

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

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

Construction

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

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

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

Schedule

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

Project Need

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

future costly emergency repairs.

Categorical Exemption(s) Under CEQA

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

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

Class 1 consists of the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of existing or former use.

- 14 CCR Section 15302 (Class 2) – Replacement or Reconstruction

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

Applicability of CEQA Categorical Exemptions to the Proposed Project

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

Conclusion

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