

ONTARIO INTERNATIONAL AIRPORT AUTHORITY

COMMISSION AGENDA – REGULAR MEETING



JUNE 23, 2022, AT 2:00 P.M.

Ontario International Airport Authority Regular Meeting

1923 East Avion Street, Room 100, Ontario, CA 91761

ALAN D. WAPNER
President

RONALD O. LOVERIDGE
Vice President

JIM W. BOWMAN
Secretary

CURT HAGMAN
Commissioner

JULIA GOUW
Commissioner

ATIF ELKADI
Chief Executive Officer

LORI D. BALLANCE
General Counsel

JOHN M. SCHUBERT
Treasurer

WELCOME TO THE 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.
- Anyone wishing to speak during public comment or on an item will be required to fill out a blue slip. Blue slips must be turned in prior to public comment, beginning or before an agenda item is taken up. The Secretary/Assistant Secretary will not accept blue slips after that time.
- You may submit public comments by e-mail to publiccomment@flyontario.com no later than 12:00 p.m. the day of the meeting. Please identify the Agenda item you wish to address in your comments. All e-mail comments will be included in the meeting record.
- Comments will be limited to 3 minutes. Speakers will be alerted when they have 1-minute remaining and when their time is up. Speakers are then to return to their seats and no further comments will be permitted.
- In accordance with State Law, remarks during public comment are to be limited to subjects within the Authority's jurisdiction. Remarks on other agenda items will be limited to those items.

Remarks from those seated or standing in the back of the board room will not be permitted. All those wishing to speak, including Commissioners and Staff, need to be recognized by the Authority President before speaking.

ORDER OF BUSINESS

The Regular Commission meeting begins at 2:00 p.m. with Closed Session Public Comment and Closed Session, followed by Public Comment and the Regular Meeting.

(Sign language interpreters, communication access real-time transcription, assistive listening devices, or other auxiliary aids and/or services may be provided upon request. To ensure availability, you are advised to make your request at least 72 hours prior to the meeting you wish to attend. Due to difficulties in securing Sign Language Interpreters, five or more business days' notice is strongly recommended.)

CALL TO ORDER (OPEN SESSION) - 2:00 P.M.

ROLL CALL

Loveridge, Bowman, Hagman, Gouw, President Wapner

PLEDGE OF ALLEGIANCE

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.

AGENDA REVIEW/ANNOUNCEMENTS

The Chief Executive Officer will go over all updated materials and correspondence received after the Agenda was distributed to ensure Commissioners have received them.

1. INFORMATION RELATIVE TO POSSIBLE CONFLICT OF INTEREST

Agenda item contractors, subcontractors and agents may require member abstentions due to conflict of interests and financial interests. Commission Member abstentions shall be stated under this item for recordation on the appropriate item.

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.

Each member of the public wishing to address the Commission on items listed on the Consent Calendar will be given a total of 3 minutes.

2. APPROVAL OF MINUTES

Minutes for the Ontario International Airport Authority regular meeting on May 26, 2022, approving the same as on file with the Secretary/Assistant Secretary.

3. BILLS/PAYROLL

Bills May 1 through May 31, 2022, and Payroll May 1 through May 31, 2022.

4. ONTARIO INTERNATIONAL AIRPORT AUTHORITY COMMISSION APPROVAL OF STIPENDS AS REQUIRED BY AUTHORITY BYLAWS

That the Ontario International Airport Authority Commission approve eight (8) additional stipends per Article IV, Section 6 of the Authority's Bylaws.

5. ADOPTION OF A RESOLUTION MAKING FINDINGS AND DETERMINATIONS UNDER ASSEMBLY BILL NO. 361 TO CONTINUE AUTHORIZATION OF VIRTUAL MEETINGS OF THE ONTARIO INTERNATIONAL AIRPORT AUTHORITY FOR A PERIOD OF 30 DAYS

That the Ontario International Airport Authority (OIAA) Commission adopt a Resolution making findings and determinations under Assembly Bill 361 (AB 361) to authorize staff to continue to conduct virtual-only Commission and Committee meetings, in response to COVID-19.

RESOLUTION NO. 2022 -11

A RESOLUTION OF THE ONTARIO INTERNATIONAL AIRPORT AUTHORITY AUTHORIZING REMOTE TELECONFERENCE MEETINGS BY THE COMMISSION AND ALL COMMITTEES IN ACCORDANCE WITH ASSEMBLY BILL 361 FOR A PERIOD OF THIRTY DAYS

6. APPROVE A THIRD AMENDMENT WITH ENVIROSUITE (FORMERLY EMS BRUEL & KJAER, INC.) TO CONTINUE MAINTENANCE AND SUPPORT SERVICES FOR THE AIRPORT NOISE AND OPERATIONS MONITORING SYSTEM AT ONTARIO INTERNATIONAL AIRPORT

That the Ontario International Airport Authority (OIAA) authorize the Chief Executive Officer to execute a third amendment between the Ontario International Airport Authority (OIAA) and Envirosuite (formerly EMS Bruel & Kjaer, Inc.) to extend the existing contract for one year in the amount of \$157,500.

7. APPROVE AN AUTHORITY INCREASE FOR ELEVATORS ETC., LP, FOR ELEVATOR AND ESCALATOR MAINTENANCE AT ONTARIO INTERNATIONAL AIRPORT

That the Ontario International Airport Authority (OIAA) Commission authorize the Chief Executive Officer (CEO) to increase the existing OIAA Contract No. SCONT-000195 with Elevators Etc., LP for the maintenance of elevators and escalators for an amount of \$50,000.

8. AUTHORIZE THE CHIEF EXECUTIVE OFFICER TO EXECUTE A CONCESSION AGREEMENT WITH GALLEANO WINERY FOR A FOOD AND BEVERAGE OUTLET IN TERMINAL 2 AT ONTARIO INTERNATIONAL AIRPORT

That the Ontario International Airport Authority (OIAA) authorize the Chief Executive Officer (CEO) to execute a (10) year concession agreement with two (2) five-year options to extend the concession agreement with Galleano Winery to build a concession location in Terminal 2, Spaces 2174 & 2191, to provide food and beverage services at Ontario International Airport (ONT).

9. AUTHORIZE THE CHIEF EXECUTIVE OFFICER TO APPROVE THE SECOND CONTRACT EXTENSION FOR JACOBS PROJECT MANAGEMENT AND ONTARIO AVIATION GROUP ON-CALL CONSTRUCTION MANAGEMENT AND RELATED SERVICES AT THE ONTARIO INTERNATIONAL AIRPORT

That the Ontario International Airport Authority (OIAA) authorized the Chief Executive Officer (CEO) to approve contract extensions through to December 31, 2022, for Jacobs Project Management, Ontario Aviation Group and PPM Group, Inc. for On-Call construction management and related services at Ontario International Airport (ONT).

10. AUTHORIZE THE CHIEF EXECUTIVE OFFICER TO EXECUTE A FUNDING AGREEMENT WITH THE COUNTY OF SAN BERNARDINO TOWARDS TERMINAL CLOSED CIRCUIT TELEVISION (CCTV) UPGRADE PROJECT

That the Ontario International Airport Authority (OIAA) approve funding agreement 2022-23 between the OIAA and the County of San Bernardino for \$500,000 for upgrade of the current terminal Closed Circuit Television (CCTV) system.

ADMINISTRATIVE REPORTS/DISCUSSION/ACTION

11. ONTARIO INTERNATIONAL AIRPORT AUTHORITY COMMISSION (1) APPROVAL AND CERTIFICATION OF THE FINAL SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT, THE MITIGATION MONITORING AND REPORTING PROGRAM, RELATED CEQA FINDINGS, AND A STATEMENT OF OVERRIDING CONSIDERATIONS, FOR THE REHABILITATION OF RUNWAY 8R-26L AND ASSOCIATED AIRFIELD IMPROVEMENTS PROJECT AT ONTARIO INTERNATIONAL AIRPORT, AND (2) APPROVAL OF THE REHABILITATION OF RUNWAY 8R-26L AND ASSOCIATED AIRFIELD IMPROVEMENTS PROJECT AT ONTARIO INTERNATIONAL AIRPORT

That the Ontario International Airport Authority Commission adopt:

(1)

RESOLUTION NO. 2022-12

A RESOLUTION OF THE ONTARIO INTERNATIONAL AIRPORT AUTHORITY TO APPROVE AND CERTIFY THE FINAL SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT, THE MITIGATION MONITORING AND REPORTING PROGRAM, RELATED CEQA FINDINGS, AND A STATEMENT OF OVERRIDING CONSIDERATIONS, FOR THE REHABILITATION OF RUNWAY 8R-26L AND ASSOCIATED AIRFIELD IMPROVEMENTS AT ONTARIO INTERNATIONAL AIRPORT

and

(2)

RESOLUTION NO. 2022-13

A RESOLUTION OF THE ONTARIO INTERNATIONAL AIRPORT AUTHORITY TO APPROVE THE REHABILITATION OF RUNWAY 8R-26L AND ASSOCIATED AIRFIELD IMPROVEMENTS AT ONTARIO INTERNATIONAL AIRPORT

12. PROPOSED OPERATING BUDGET FYE JUNE 30, 2023

That the Ontario International Airport Authority (OIAA) Commission approve the FY 2023 Operating Budget.

RESOLUTION NO. 2022-14

A RESOLUTION OF THE ONTARIO INTERNATIONAL AIRPORT AUTHORITY COMMISSION APPROVING THE ANNUAL OPERATING BUDGET FOR FISCAL YEAR 2022-23

13. PROPOSED CAPITAL IMPROVEMENT PROGRAM BUDGET FYE JUNE 30, 2023

That the Ontario International Airport Authority (OIAA) Commission approve the FY 2023 Capital Improvement Program and Budget Authorization.

RESOLUTION NO. 2022-15

A RESOLUTION OF THE ONTARIO INTERNATIONAL AIRPORT AUTHORITY COMMISSION APPROVING THE ANNUAL CAPITAL BUDGET FOR FISCAL YEAR 2022-23

MANAGEMENT REPORT

Executive Office

COMMISSION MATTERS

President Wapner

Vice President Loveridge

Secretary Bowman

Commissioner Hagman

Commissioner Gouw

ADJOURNMENT



DATE: JUNE 23, 2022

SECTION: MINUTE ACTION

SUBJECT: RELATIVE TO POSSIBLE CONFLICT OF INTEREST

RECOMMENDED ACTION(S): Agenda items and contractors/subcontractors may require member abstentions due to possible conflicts of interest.

BACKGROUND: In accordance with California Government Code 84308, members of the Ontario International Airport Authority may not participate in any action concerning a contract where they have received a campaign contribution of more than \$250 in the prior twelve (12) months and from an entity or individual if the member knows or has reason to know that the participant has a financial interest, except for the initial award of a competitively bid public works contract. This agenda contains recommendations for action relative to the following contractors:

Item No	Principals & Agents	Subcontractors
6	Envirosuite	<ul style="list-style-type: none">• HMMH
7	Elevators Etc., LP	<ul style="list-style-type: none">• None
8	Galleano Winery	<ul style="list-style-type: none">• None
9	Jacobs Project Management	<ul style="list-style-type: none">• None
10	Progango LLC	<ul style="list-style-type: none">• None

STAFF MEMBER PRESENTING: Atif Elkadi, Chief Executive Officer

Department: Clerk's Office Submitted to OIAA: June 23, 2022

**ONTARIO INTERNATIONAL AIRPORT AUTHORITY
REGULAR COMMISSION MEETING
MINUTES
MAY 26, 2022**

A regular meeting of the Ontario International Airport Authority was held on Thursday, May 26, 2022, at 1923 E. Avion Street, Room 100, Ontario, California. Notice of said meeting was duly given in the time and manner prescribed by law.

CALL TO ORDER

President Wapner called the Ontario International Airport Authority Commission meeting to order at 2:00 p.m.

ROLL CALL

PRESENT: Commissioners: Jim W. Bowman, Julia Gouw (arrived at 2:04 p.m.), Curt Hagman, Ronald O. Loveridge, and Alan D. Wapner

Also present were Chief Executive Officer Atif Elkadi, Assistant General Counsel Kevin P. Sullivan, and Board Clerk Norma I. Alley, MMC.

PLEDGE OF ALLEGIANCE

The Pledge of Allegiance was led by Commissioner Hagman.

CLOSED SESSION PUBLIC COMMENT

There were no closed session public comments.

CLOSED SESSION

President Wapner recessed the regular meeting of the Ontario International Airport Authority to Closed Session at 2:02 p.m. General Counsel Sullivan announced the closed session items.

- CONFERENCE WITH REAL PROPERTY NEGOTIATORS (GOV \$54956.8.)
Property: ONT Terminals 2 and 4.
Agency negotiator: OIAA General Counsel's office
Negotiating parties: Delaware North Travel Hospitality Services, Inc.
Under negotiation: Lease extension term and price

The Ontario International Airport Authority Commission regular meeting was reconvened in public session at 2:15 p.m.

REPORT ON CLOSED SESSION

Assistant General Counsel Sullivan announced there was no reportable action.

PUBLIC COMMENT

Mr. Richard Sherman provided written comment.

AGENDA REVIEW/ANNOUNCEMENT

No announcements were made.

1. CONFLICT OF INTEREST

Commissioner Hagman and Commissioner Bowman report their conflict of interest on Item No. 10 pertaining to the procurement of the heavy duty trucks.

CONSENT CALENDAR

2. APPROVAL OF MINUTES

Approved Minutes for the Ontario International Airport Authority special meeting on April 21, 2022 and cancelled meeting on April 28, 2022 and approving the same as on file with the Secretary/Assistant Secretary

3. BILLS/PAYROLL

Approved Bills April 1 through April 30, 2022, and Payroll April 1 through April 30, 2022.

4. ADOPTION OF A RESOLUTION MAKING FINDINGS AND DETERMINATIONS UNDER ASSEMBLY BILL NO. 361 TO CONTINUE AUTHORIZATION OF VIRTUAL MEETINGS OF THE ONTARIO INTERNATIONAL AIRPORT AUTHORITY FOR A PERIOD OF 30 DAYS

The Ontario International Airport Authority (OIAA) Commission adopted a Resolution making findings and determinations under Assembly Bill 361 (AB 361) to authorize staff to continue to conduct virtual-only Commission and Committee meetings, in response to COVID-19.

RESOLUTION NO. 2022-09 A RESOLUTION OF THE ONTARIO INTERNATIONAL AIRPORT AUTHORITY AUTHORIZING REMOTE TELECONFERENCE MEETINGS BY THE COMMISSION AND ALL COMMITTEES IN ACCORDANCE WITH ASSEMBLY BILL 361 FOR A PERIOD OF THIRTY DAYS

5. AUTHORIZE THE CHIEF EXECUTIVE OFFICER TO EXECUTE A VENUE AND LICENSE AGREEMENT BETWEEN ONTARIO INTERNATIONAL AIRPORT AUTHORITY AND LOS ANGELES SMSA LIMITED PARTNERSHIP D/B/A VERIZON WIRELESS AT ONTARIO INTERNATIONAL AIRPORT

That the Ontario International Airport Authority Board of Commissioners (OIAA Board) authorized the Chief Executive Officer (CEO) to execute a Venue and License Agreement between Ontario International Airport Authority and Los Angeles SMSA Limited Partnership d/b/a Verizon Wireless (Verizon) at Ontario International Airport (ONT) to design, build, install, operate, and maintain a multi-carrier capable, neutral host distributed antenna or other telecommunications systems.

6. APPROVE CEQA CATEGORICAL EXEMPTIONS AND THE RELATED PROJECT FOR THE AVION REALIGNMENT AND CHANNEL BRIDGE CONSTRUCTION AT THE ONTARIO INTERNATIONAL AIRPORT

That the Ontario International Airport Authority (OIAA) Commission (1) approved and certified California Environmental Quality Act (CEQA) Categorical Exemptions under CEQA Guidelines sections 15301 and 15302 for the proposed project, and (2) approve the project to realign and improve East Avion Street and East Jurupa Street and the construction of a new bridge spanning the Cucamonga Channel.

7. APPROVAL OF AN AUTHORITY INCREASE TO AMERICAN THREAT ASSESSMENT CONSULTING, INC., CONTRACT FOR THE INSTALLATION OF REQUIRED ACCESS CONTROL SYSTEMS AND SUPPORTING INFRASTRUCTURE

That the Ontario International Airport Authority (OIAA) Commission authorized the Chief Executive Officer (CEO), or his designee, to increase the existing American Threat Assessment Consulting, Inc., Contract No. SCONT-000337, by increasing the spending authority in the amount of \$200,000, to allow for the installation of additional access control systems and support equipment at Ontario International Airport (ONT).

8. INVESTMENT REPORT FOR THE NINE MONTHS ENDED MARCH 31, 2022

That the Ontario International Airport Authority (OIAA) Commission received and filed financial statements for the nine months ended March 31, 2022.

9. FISCAL YEAR 2021-2022 FINANCIAL STATEMENTS FOR THE NINE MONTHS ENDED MARCH 31, 2022

The OIAA's increase in net position exceeded the budget by \$24.9M, which was primarily driven largely by higher-than-expected passenger carrier activity. This activity resulted in an operating revenue budget favorable variance of \$10.3M (16.2%). In addition, the operating expense budget reflects a favorable variance of \$5.5M (9.7%) as a result of conservative expenditure policies and service levels in the terminals corresponding with passenger activity levels.

10. AUTHORIZE THE CHIEF EXECUTIVE OFFICER TO PROCURE THREE HEAVY DUTY TRUCKS FROM MARK CHRISTOPHER AUTO CENTER FOR ONTARIO INTERNATIONAL AIRPORT

That the Ontario International Airport Authority (OIAA) approved and authorized the Chief Executive Officer (CEO) to execute an authority TO Mark Christopher Auto Center in the amount of \$132,414.61 plus shipping and applicable sales tax for the procurement of three (3) 2023 Chevrolet Silverado's 2500 two (2) 2WD Regular Cab Truck and one (1) 4WD Crew Cab Truck) for use at Ontario International Airport per Request for Bids (RFB) #220007.

11. PARKING LOT 6 REHABILITATION PROJECT

That the Ontario International Airport Authority (OIAA) Commission (1) approved and certified CEQA exemptions under CEQA Guidelines sections 15301, 15302, 15311, and 15332 for the parking lot rehabilitation project, and (2) approve the project and authorize the CEO to authorize Parking Concepts Inc. to implement the parking lot rehabilitation work based on the company's existing contract terms.

MOTION: Moved by President Wapner, seconded by Vice President Loveridge, to approve the Consent Calendar Items #2-9, and #11, including Resolution 2022-09 and carried by a unanimous vote.

MOTION: Moved by President Wapner, seconded by Vice President Loveridge, to approve consent calendar Items #10 and carried by a vote of 4-0-1, with Secretary Bowman and Commissioner Hagman abstaining due to a conflict of interest.

ADMINISTRATIVE DISCUSSION/ACTION/REPORT

12. A RESOLUTION UPDATING AIR CARRIER INCENTIVE PROGRAM B (ACIP) TO ENCOURAGE AND PROMOTE NONSTOP COMMERCIAL PASSENGER AIR SERVICE TO UNSERVED INTERNATIONAL DESTINATIONS

That the Ontario International Airport Authority (OIAA) Board of Commissioners (Board) adopted a resolution approving updates and revisions to the current Air Carrier Incentive Program B (ACIP B), offering qualifying Air Carriers a waiver of certain fees, and marketing incentives, for unserved destinations outside of the United States, Canada and Mexico, to encourage and support the launch of new international air service from Ontario International Airport (ONT).

RESOLUTION NO. 2022 -10

A RESOLUTION OF THE ONTARIO INTERNATIONAL AIRPORT AUTHORITY TO UPDATE AN EXISTING AIR CARRIER INCENTIVE PROGRAM COVERING UNSERVED INTERNATIONAL DESTINATIONS OUTSIDE THE UNITED STATES, CANADA AND MEXICO

MOTION: Moved by Commissioner Hagman, seconded by Vice President Loveridge, and carried by a vote of 5-0-0.

13. AUTHORIZE THE CHIEF EXECUTIVE OFFICER TO EXECUTE A NON-EXCLUSIVE LICENSE AGREEMENT WITH IDEMIA

That the Ontario International Airport Authority (OIAA) Commission authorize the Chief Executive Officer (CEO), to negotiate and execute a non-exclusive license agreement with IDEMIA North America to provide TSA PreCheck enrollment registration at ONT.

MOTION: Moved by Commissioner Hagman, seconded by Vice President Loveridge, to authorize the Chief Executive Office to execute a non-exclusive license agreement with IDEMIA and carried by a vote of 4-0-0.

14. LEGISLATIVE UPDATE FROM ATLAS ADVOCACY

Atlas Advocacy represented provided a legislative update and fielded questions from the Board.

MANAGEMENT REPORT

CEO Elkadi provided updates on the new displays going up at the terminals to honor vets and passenger traffic numbers.

SPECIAL CEREMONIES

President Wapner presented an award to the Traveler's Aide for their outstanding service.

COMMISSIONER MATTERS

President Wapner had no comments.

Vice President Wapner had no comments.

Secretary Bowman had no comments.

Commissioner Hagman reported San Bernardino County received 82 NACO Innovation Awards and commended staff for the outstanding job with the Aspire Lounge grand opening.

Commissioner Gouw had no comments.

ADJOURNMENT

President Wapner adjourned the Ontario International Airport Authority Commission meeting at 3:04 p.m.

RESPECTFULLY SUBMITTED:

NORMA I. ALLEY, MMC, BOARD CLERK

APPROVED:

ALAN D. WAPNER, PRESIDENT
ONTARIO INTERNATIONAL AIRPORT AUTHORITY



DATE: JUNE 23, 2022

SECTION: CONSENT CALENDAR

SUBJECT: ONTARIO INTERNATIONAL AIRPORT AUTHORITY COMMISSION APPROVAL OF STIPENDS AS REQUIRED BY AUTHORITY BYLAWS

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

RECOMMENDED ACTION(S): That the Ontario International Airport Authority Commission approve additional stipends per Article IV, Section 6 of the Authority’s Bylaws.

FISCAL IMPACT AND SOURCE OF FUNDS: 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 stipend in the amount of one hundred fifty dollars (\$150.00) for attendance at each Commission meeting, standing committee meeting, ad hoc committee meeting, and any Authority-related business function. A maximum of six (6) stipends are permitted per month. An additional two (2) stipends are permitted with prior approval of the President. More than eight (8) stipends per month will require approval by the full Commission.”

During the month of May 2022, President Wapner attended eight (8) additional Authority-related business functions. Full Commission approval is needed to approve payment of these additional stipends.

STAFF MEMBER PRESENTING: Atif Elkadi, Chief Executive Officer

Department: Clerk’s Office

Submitted to OIAA: June 23, 2021

Approved: _____

Continued to: _____

Denied: _____

Chief Executive Officer Approval: 

CEQA COMPLIANCE: Exclusion from the definition of “project”: The creation of government funding mechanisms or other government fiscal activities which do not involve any commitment to any specific project which may result in a potentially significant physical impact on the environment. (CEQA Guidelines §15378(b)(4).)

PRIOR COMMISSION ACTION: On December 8, 2016, the OIAA Commission adopted Resolution No. 2016-14 approving and adopting the OIAA Bylaws.

STAFFING IMPACT (# OF POSITIONS): N/A

IMPACT ON OPERATIONS: N/A

ATTACHMENTS: N/A

COMMITTEE RECOMMENDATION: N/A

The Agenda Report references the terms and conditions of the recommended actions and request for approval. Any document(s) referred to herein and that 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. Office hours are 8:30 a.m. to 5:00 p.m., Monday through Friday, although these hours and review procedures may be modified due to COVID-19 precautions. In that case, the documents may be requested by email at clerk@flyontario.com.

This Agenda Report has been reviewed by OIAA General Counsel.



DATE: JUNE 23, 2022

SECTION: CONSENT CALENDAR

SUBJECT: ADOPTION OF A RESOLUTION MAKING FINDINGS AND DETERMINATIONS UNDER ASSEMBLY BILL NO. 361 TO CONTINUE AUTHORIZATION OF VIRTUAL MEETINGS OF THE ONTARIO INTERNATIONAL AIRPORT AUTHORITY FOR A PERIOD OF 30 DAYS

RELEVANT STRATEGIC OBJECTIVE: Invest in ONT.

RECOMMENDED ACTION(S): That the Ontario International Airport Authority (OIAA) Commission adopt a Resolution making findings and determinations under Assembly Bill 361 (AB 361) to authorize staff to continue to conduct virtual-only Commission and Committee meetings, in response to COVID-19.

BACKGROUND: Governor Newsom declared a state of emergency for California due to the COVID-19 virus on March 4, 2020. On March 12, 2020, the Governor issued Executive Orders relaxing some provisions of the Brown Act meeting requirements to allow remote meetings without legislative body members physically present at the meeting location. The OIAA Commission began conducting meetings virtually on March 26, 2020. The Executive Orders expired September 30, 2021, and the OIAA Commission resumed in-person meetings on October 28, 2021.

The Governor signed Assembly Bill 361 on September 17, 2021, allowing local agency legislative bodies to continue to hold meetings remotely through December 31, 2023, provided local agencies comply with specified requirements. The purpose of Assembly Bill 361 is to improve public access to local agency meetings during the COVID-19 pandemic by allowing broader remote meeting options.

As of December 20, 2021, the Center for Disease Control and Prevention has stated the Omicron variant is expected to result in a rapid increase in infections in the United States. As of December 31, 2021, the

STAFF MEMBER PRESENTING: Atif Elkadi, Chief Executive Officer

Department: Administration

Submitted to OIAA: June 23, 2022

Approved: _____

Continued to: _____

Denied: _____

Chief Executive Officer Approval: 

California Department of Public Health has evidenced emergency conditions related to the Omicron variant, including ongoing COVID-19 cases, hospitalizations, and deaths.

A legislative body member may hold a meeting remotely without needing to comply with the teleconferencing requirements of the Brown Act if:

1. Either a state of emergency remains active, or state or local officials have imposed or recommended measures to promote social distancing.

And

2. The legislative body makes the following findings by majority vote within the last 30 days (vote may occur at that meeting): (A) The legislative body has reconsidered the circumstances of the state of emergency. (B) Any of the following circumstances exist: (i) The state of emergency continues to directly impact the ability of the members to meet safely in person. (ii) State or local officials continue to impose or recommend measures to promote social distancing.
3. The legislative body continues to make the determinations in Item 2 every 30 days thereafter the initial determination.

The Commission adopted Resolution 2022-09 on May 26, 2022, making findings to hold remote meetings in accordance with AB 361, and may continue to extend the authorization in additional thirty (30) day increments for the duration of the declared emergency, or until the Commission decides to return to in-person meetings, or otherwise complies with the regular remote meeting requirements of the Brown Act.

If the Commission does not continue to adopt the Resolution to make the findings required for remote participation per Assembly Bill 361, the Brown Act rules regarding teleconferencing would apply for remote participation. Under the Brown Act rules, the Commission may hold remote meetings provided the meeting meets the following criteria:

- A majority of the Commission members participate in the meeting from locations within the jurisdiction boundaries.
- The meeting notice and agenda identify the teleconference locations, including full address and room number.
- The meeting agendas are posted at each teleconference location at least 72 hours before a regular meeting.
- The public has access to each teleconference location, including hotel room or residence, and each location has the technology, such as a speakerphone, to allow the public to participate in the meeting.
- The agenda must provide the opportunity for the public to address the legislative body directly at each teleconference location.
- The legislative body conducts all votes by roll call.

The adoption of the proposed Resolution would continue to authorize Commission and its Committee meetings to be conducted virtually through July 23, 2022. In order to comply with Assembly Bill 361, the attached Resolution needs to be renewed within 30-day intervals in order to allow for continued virtual meetings. The adoption of the Resolution will also apply to Commission Standing Committees, thus authorizing the Committees to meet virtually as well.

If adopted to continue virtual meetings, it is anticipated that staff will return with another Resolution in July 2022, to re-evaluate at that time and determine if future meetings will be held virtually or in person.

FISCAL IMPACT SUMMARY: N/A

CEQA COMPLIANCE AND LAND USE APPROVALS: N/A

PRIOR COMMISSION ACTION: N/A

STAFFING IMPACT (# OF POSITIONS): N/A

IMPACT ON OPERATIONS: N/A

EXHIBITS & ATTACHMENTS: Attachment A – Proposed Resolution

The Agenda Report references the terms and conditions of the recommended actions and request for approval. Any document(s) referred to herein and that 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. Office hours are 8:30 a.m. to 5:00 p.m., Monday through Friday, although these hours and review procedures may be modified due to COVID-19 precautions. In that case, the documents may be requested by email at clerk@flyontario.com.

This Agenda Report has been reviewed by OIAA General Counsel.

RESOLUTION NO. 2022-11

A RESOLUTION OF THE ONTARIO INTERNATIONAL AIRPORT
AUTHORITY AUTHORIZING REMOTE TELECONFERENCE
MEETINGS BY THE COMMISSION AND ALL COMMITTEES IN
ACCORDANCE WITH ASSEMBLY BILL 361 FOR A PERIOD OF
THIRTY DAYS

WHEREAS, COVID-19 (also known as the “Coronavirus Disease”) is a respiratory disease that has spread across the globe, with hundreds of thousands of confirmed cases in California, including San Bernardino County; and

WHEREAS, social distancing measures decrease the chance of spread of COVID-19; and

WHEREAS, the Ontario International Airport Authority (OIAA) is committed to preserving and nurturing public access and participation in meetings of the Commission; and

WHEREAS, all meetings of OIAA’s legislative bodies are open and public, as required by the Ralph M. Brown Act (Cal. Gov. Code 54950 – 54963), so that any member of the public may attend, participate, and watch the Commission’s legislative bodies conduct their business; and

WHEREAS, the Brown Act, Government Code section 54953(e), authorizes remote teleconference meetings by a legislative body, without compliance with the requirements of Government Code section 54953(b)(3), subject to the existence of certain conditions; and

WHEREAS, a required condition is that a state of emergency is declared by the Governor pursuant to Government Code section 8625; and

WHEREAS, on March 4, 2020, the Governor proclaimed a state of emergency, which covers the entire state; and

WHEREAS, Government Code Section 54953(e)(3)(A-B) added by AB 361 provides an alternative to having public meetings in accordance with Government Code Section 54953(b)(3) when the OIAA has reconsidered the circumstances of the COVID-19 state of emergency and that the following circumstances exist:

1. The state of emergency as a result of COVID-19 continues to directly impact the ability of the members of the Commission to meet safely in person; or
2. State or local officials continue to recommend measures to promote social distancing.

WHEREAS, Government Code Section 54953(e) *et seq.* further requires that state or local officials have imposed or recommended measures to promote social distancing or the legislative body finds that meeting in person would present an imminent risk to the health or safety of attendees; and

WHEREAS, as of December 20, 2021, the Center for Disease Control and Prevention has stated the Omicron variant is expected to result in a rapid increase in infections in the United States; and

WHEREAS, such conditions under Government Code Section 54953(e)(3)(A-B) now exist in the general area surrounding the Ontario Airport in that:

- (i) State officials recommend social distancing measures (CalOSHA (December 16, 2021) COVID-19 Prevention Emergency Temporary Standards What Employers Need to Know About the December 16 Standards) and
- (ii) Emergency conditions evidenced by COVID-19 and its variants create ongoing COVID-19 cases, hospitalizations, and deaths and meeting in person would present imminent risk to health or safety of attendees (California Department of Public Health (December 31, 2021) State Officials Announce Latest COVID-19 Facts); and

WHEREAS, the OIAA affirms that it will allow for observation and participation by Commissioners and the public via Zoom in an effort to protect the constitutional and statutory rights of all attendees; and

WHEREAS, the OIAA approved Resolution 2022-09 at their regular meeting on May 26, 2022, authorizing virtual meetings of the Commission and Committee meetings in accordance with AB 361; and

WHEREAS, Government Code Section 54953 (e)(3) requires that the OIAA review the need and make findings for continuing the teleconferencing procedures as authorized by AB 361 at least once every thirty days.

NOW, THEREFORE, THE COMMISSION OF THE ONTARIO INTERNATIONAL AIRPORT AUTHORITY DOES HEREBY RESOLVE AS FOLLOWS:

Section 1. The above recitals are true and correct and are incorporated herein by this reference.

Section 2. The OIAA finds that the state of emergency conditions related to COVID-19 as set forth in the Governor's Proclamation of a State of Emergency referenced above are on-going.

Section 3. The OIAA further finds that state officials recommend social

distancing measures because conditions causing imminent risk to attendees as described above exist.

Section 4. The OIAA recognizes and affirms the existence and conditions of a state of emergency as proclaimed by the Governor, and affirms, authorizes, and proclaims the existence of a local emergency throughout the general area surrounding the Ontario Airport.

Section 5. The OIAA finds that the state of emergency as a result of COVID-19 continues to directly impact the ability of members of the Commission to meet safely in person and such fact creates an imminent health risk to such members.

Section 6. The OIAA authorizes the Commission and its Committees to conduct their meetings without compliance with Government Code section 54953(b)(3), and to instead comply with the remote meeting requirements as authorized by Government Code section 54953(e) *et seq.*

Section 7. The Chief Executive Officer, or his designee, and the Board Clerk of Ontario International Airport Authority are authorized and directed to take all actions necessary to carry out the intent and purpose of this Resolution including, conducting open and public meetings in accordance with Government Code section 54953(e) and other applicable provisions of the Brown Act.

Section 8. This Resolution shall take effect immediately upon its adoption and shall be effective until the earlier of (i) July 23, 2022, or such time the Commission adopts a subsequent resolution in accordance with Government Code section 54953(e)(3) to extend the time during which the legislative bodies of Ontario International Airport Authority may continue to teleconference without compliance with paragraph (3) of subdivision (b) of section 54953.

PASSED, APPROVED, AND ADOPTED at a regular meeting this 23rd day of June 2022.

ALAN D. WAPNER
OIAA PRESIDENT

ATTEST:

SECRETARY/ASSISTANT SECRETARY

APPROVED AS TO LEGAL FORM:

LORI D. BALLANCE
GENERAL COUNSEL

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

I, Norma I. Alley, MMC, Secretary of the Ontario International Airport Authority, DO
HEREBY CERTIFY that foregoing Resolution No. 2022-11 was duly passed and adopted
by the Commission of the Ontario International Airport Authority at their regular meeting
held on June 23, 2022 by the following roll call vote, to wit:

AYES: COMMISSIONERS:

NOES: COMMISSIONERS:

ABSENT: COMMISSIONERS:

SECRETARY/ASSISTANT SECRETARY

(SEAL)

The foregoing is the original of Resolution No. 2022-11 duly passed and adopted by the
Commission of the Ontario International Airport Authority at their regular meeting held
June 23, 2022.

SECRETARY/ASSISTANT SECRETARY

(SEAL)



DATE: JUNE 23, 2022

SECTION: CONSENT CALENDAR

SUBJECT: APPROVE A THIRD AMENDMENT WITH ENVIROSUITE (FORMERLY EMS BRUEL & KJAER, INC.) TO CONTINUE MAINTENANCE AND SUPPORT SERVICES FOR THE AIRPORT NOISE AND OPERATIONS MONITORING SYSTEM AT ONTARIO INTERNATIONAL AIRPORT

RELEVANT STRATEGIC OBJECTIVE: Invest in ONT.

RECOMMENDED ACTION(S): That the Ontario International Airport Authority (OIAA) authorize the Chief Executive Officer to execute a third amendment between the Ontario International Airport Authority (OIAA) and EnviroSuite (formerly EMS Bruel & Kjaer, Inc.) to extend the existing contract for one year in the amount of \$157,500.

FISCAL IMPACT SUMMARY: Funds for this contract extension are requested in the FY 2022-2023 OIAA operating budget. Funding for subsequent years will be requested as part of the annual budget process.

BACKGROUND: EnviroSuite provides ongoing maintenance and support services for the Ontario International Airport Noise and Operations Monitoring System (ANOMS), the key tool staff uses to comply with state airport noise standards (California Code of Regulations, Title 21, Section 5000, et seq.). ANOMS capture noise data using permanently installed noise monitors in communities surrounding the airport, and correlates aircraft noise events with aircraft operations data obtained by ANOMS from the Federal Aviation Administration (FAA) radar system and/or from PASSUR (Passive Surveillance Radar) data. Staff uses ANOMS to measure the aircraft noise levels and reports the Noise Impact Area for the airport on a quarterly basis.

On June 26, 2018, the Commission approved two one-year extensions, to allow for uninterrupted service through June 30, 2020, and on July 23, 2020, approved a second two-year extension for

STAFF MEMBER PRESENTING: Chief Executive Officer, Atif Elkadi

Department: Operations & Maintenance

Submitted to OIAA: June 23, 2022

Approved: _____

Continued to: _____

Denied: _____

Chief Executive Officer Approval:  _____

noise and monitoring services through June 30, 2022. Therefore, staff recommends that the Commission approve a third amendment for a one-year contract extension to Envirosuite to achieve full-service life of the hardware and software components it invested in the system, to continue complying with state airport noise standards and related variance conditions both in the near and longer-term. This extension will allow staff time to research and prepare a RFP and comprehensive scope of work for a successor for the airport noise operations monitoring system.

PROCUREMENT: N/A

CEQA COMPLIANCE AND LAND USE APPROVALS: N/A

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

IMPACT ON OPERATIONS: This action will not impact ONT operations.

SCHEDULE: N/A

ATTACHMENTS: N/A

The Agenda Report references the terms and conditions of the recommended actions and request for approval. Any document(s) referred to herein and that 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. Office hours are 8:30 a.m. to 5:00 p.m., Monday through Friday, although these hours and review procedures may be modified due to COVID-19 precautions. In that case, the documents may be requested by email at clerk@flyontario.com.

This Agenda Report has been reviewed by OIAA General Counsel.



DATE: JUNE 23, 2022

SECTION: CONSENT CALENDAR

SUBJECT: APPROVE AN AUTHORITY INCREASE FOR ELEVATORS ETC., LP, FOR ELEVATOR AND ESCALATOR MAINTENANCE AT ONTARIO INTERNATIONAL AIRPORT

RELEVANT STRATEGIC OBJECTIVE: Invest in ONT.

RECOMMENDED ACTION(S): That the Ontario International Airport Authority (OIAA) Commission authorize the Chief Executive Officer (CEO) to increase the existing OIAA Contract No. SCONT-000195 with Elevators Etc., LP for the maintenance of elevators and escalators for an amount of \$50,000.

FISCAL IMPACT SUMMARY: Funds for this item are included in the proposed Fiscal Year 2023 Landside Operations budget.

BACKGROUND: Elevators and escalators at ONT Terminals 2 and 4 are part of OIAA's ongoing maintenance program. In November 2019, the Commission approved a month-to-month extension and an authority increase of \$750,000 to maintain the elevators and perform a complete escalator modification project. The major modernization of the four terminal escalators was completed in August 2020. ONT-TEC has agreed to take on the ongoing maintenance of the elevators and escalators and are currently in the final process bringing in a long-term contractor. Until that time OIAA will continue to utilize Elevators Etc. for the routine maintenance, required repairs, and ongoing and as-needed inspections of elevators and escalators. The added contract capacity will allow OIAA to continue maintenance until that time.

STAFF MEMBER PRESENTING: Chief Executive Officer, Atif J. Elkadi

Department: Operations

Submitted to OIAA: June 23, 2022

Approved: _____

Continued to: _____

Denied: _____

Chief Executive Officer Approval:  _____

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

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This Agenda Report has been reviewed by OIAA General Counsel.



DATE: JUNE 23, 2022

SECTION: CONSENT CALENDAR

SUBJECT: AUTHORIZE THE CHIEF EXECUTIVE OFFICER TO EXECUTE A CONCESSION AGREEMENT WITH GALLEANO WINERY FOR A FOOD AND BEVERAGE OUTLET IN TERMINAL 2 AT ONTARIO INTERNATIONAL AIRPORT

RELEVANT STRATEGIC OBJECTIVE: Invest in ONT.

RECOMMENDED ACTION(S): That the Ontario International Airport Authority (OIAA) authorize the Chief Executive Officer (CEO) to execute a (10) year concession agreement with two (2) five-year options to extend the concession agreement with Galleano Winery to build a concession location in Terminal 2, Spaces 2174 & 2191, to provide food and beverage services at Ontario International Airport (ONT).

FISCAL IMPACT SUMMARY: Upon the Rent Commencement Date of this agreement, Galleano shall pay the OIAA a tiered Concession Fee between twelve to seventeen percent (12-17%) of its annual Gross Sales. Annual rent of \$124.23 per square foot shall be paid monthly upon occupancy for any office or storage space rented in the Terminals, as may be required to support their operations.

BACKGROUND: The OIAA wishes to provide passengers traveling through ONT with a friendly environment that helps reduce the stress of travel, while providing them with a superior travel experience and productivity-enhancing amenities. The OIAA is confident that the development of a broad width and breadth of food and beverage outlets in each of its terminals will be an important step to provide such highly-sought-after amenities. The partnership with the oldest 4th generation local winery company reflects the attractiveness of OIAA in the industry, while including local business in providing such highly-sought-after amenities for the continued growth and productivity of the OIAA concession business.

STAFF MEMBER PRESENTING: Chief Executive Officer, Atif Elkadi

Department: Commercial

Submitted to OIAA: June 23, 2022

Approved: _____

Continued to: _____

Denied: _____

Chief Executive Officer Approval:  _____

PROCUREMENT: The OIAA issued RFPs for F&B and Retail outlets in 4Q2018, few responses were forthcoming for either category with only Subway signing an agreement. The OIAA then entered discussions directly with brands that have been highly successful with the addition of Dunkin Donuts, 3Sixty Duty Free and Chick-Fil-A. Galleano Winery is the last direct agreement, prior to increased interest in other spaces commencing in the issuance of the current RFP for F&B and other vacant spaces in May 2022.

The proposed term of this concession will be ten (10) years from the Date of Beneficial Occupancy (DBO) with two (2) five-year extension options that may be negotiated at the discretion of the CEO, subject to approval by the OIAA Board. This addition to the current F&B offering in T2 will help in providing additional options and competition among the existing restaurants expanding on the variety of food offerings at ONT, further enhancing passenger experiences at the Airport. Therefore, staff recommends the OIAA Board to authorize the CEO to execute a contract with Galleano Winery.

CEQA COMPLIANCE AND LAND USE APPROVALS: The proposed project is Categorically Exempt (Class 1) from the provisions of CEQA pursuant to Section 15301, because it provides for the exemption of existing facilities. Operations, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing structures or facilities involving negligible or no expansion of use beyond that existing at the time of the lead agency's determination.

STAFFING IMPACT (# OF POSITIONS): N/A

IMPACT ON OPERATIONS: N/A

SCHEDULE: To open no later than December 31, 2022.

ATTACHMENTS: N/A

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This Agenda Report has been reviewed by OIAA General Counsel.





DATE: JUNE 23, 2022

SECTION: CONSENT CALENDAR

SUBJECT: AUTHORIZE THE CHIEF EXECUTIVE OFFICER TO APPROVE THE SECOND CONTRACT EXTENSION FOR JACOBS PROJECT MANAGEMENT AND ONTARIO AVIATION GROUP ON-CALL CONSTRUCTION MANAGEMENT AND RELATED SERVICES AT THE ONTARIO INTERNATIONAL AIRPORT

RELEVANT STRATEGIC OBJECTIVE: Plan for the Future.

RECOMMENDED ACTION(S): That the Ontario International Airport Authority (OIAA) authorized the Chief Executive Officer (CEO) to approve contract extensions through to December 31, 2022, for Jacobs Project Management, Ontario Aviation Group and PPM Group, Inc. for On-Call construction management and related services at Ontario International Airport (ONT).

FISCAL IMPACT SUMMARY: Funding is available in the FY 2021-22 Capital Budget. No funding or authority increase is required for the extension of the on-call construction management services through December 31, 2022.

BACKGROUND: On October 23, 2018, the OIAA Commission approved the award of three contracts for on-call professional services for construction management and related services to Jacobs Project Management, Ontario Aviation Group and PPM Group, Inc. Commission approval to authorize the CEO to exercise a contract extension will continue the Jacobs Project Management and Ontario Aviation Group agreements through December 31, 2022.

PROCUREMENT: Program Management and Planning has prepared an FAA Airport Capital Improvement Program (ACIP) for Year 2022, OIAA Capital Improvement Program (CIP) and the Terminal Development Program and, at this time, has determined when a new RFP will be prepared for professional project management and construction management services for ACIP, CIP and

STAFF MEMBER PRESENTING: Chief Executive Officer, Atif J. Elkadi

Department: Program Management

Submitted to OIAA: June 23, 2022

Approved: _____

Continued to: _____

Denied: _____

Chief Executive Officer Approval:

Terminal Development Program. The new RFP for professional project management and construction management (PMCM) services will commence procurement July 2022 after the anticipated approval of the OIAA CIP and the existing construction management and related services contracts have expired on June 30, 2022. Therefore, approval of the second contract extension for contracts for On-Call construction management and related services for Jacobs Project Management and Ontario Aviation Group will ensure these services are available while conducting the procurement process for the PMCM services.

CEQA COMPLIANCE AND LAND USE APPROVALS: The proposed staffing services decision is not a “project” under CEQA and does not require environmental review.

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

IMPACT ON OPERATIONS: The proposed time extension of staffing services is to ensure airport operations and airport projects, and tenant improvement projects continue uninterrupted to the end of the calendar year 2022, ending December 31, 2022.

SCHEDULE: N/A

ATTACHMENTS: N/A

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This Agenda Report has been reviewed by OIAA General Counsel.



DATE: JUNE 23, 2022

SECTION: CONSENT CALENDAR

SUBJECT: AUTHORIZE THE CHIEF EXECUTIVE OFFICER TO EXECUTE A FUNDING AGREEMENT WITH THE COUNTY OF SAN BERNARDINO TOWARDS TERMINAL CLOSED CIRCUIT TELEVISION (CCTV) UPGRADE PROJECT

RELEVANT STRATEGIC OBJECTIVE: Invest in ONT.

RECOMMENDED ACTION(S): That the Ontario International Airport Authority (OIAA) approve funding agreement 2022-23 between the OIAA and the County of San Bernardino for \$500,000 for upgrade of the current terminal Closed Circuit Television (CCTV) system.

FISCAL IMPACT SUMMARY: If approved, the Ontario International Airport Authority will receive \$500,000 from San Bernardino County towards upgrade of the CCTV System.

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

PROCUREMENT: Through this agreement, the County would contribute to the Project utilizing \$500,000 in funds during the 2022/23-2023/24 budget process when approved by the San Bernardino County Board of Supervisors.

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

STAFF MEMBER PRESENTING: Deputy Chief Executive Officer, Atif J. Elkadi

Department: Administration

Submitted to OIAA: June 23, 2022

Approved: _____

Continued to: _____

Denied: _____

Chief Executive Officer Approval: 

STAFFING IMPACT (# OF POSITIONS): N/A

IMPACT ON OPERATIONS: This action would not impact existing ONT operations.

SCHEDULE: N/A

ATTACHMENTS: N/A

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This Agenda Report has been reviewed by OIAA General Counsel.



DATE: JUNE 23, 2022

SECTION: DISCUSSION ITEM

SUBJECT: ONTARIO INTERNATIONAL AIRPORT AUTHORITY COMMISSION (1) APPROVAL AND CERTIFICATION OF THE FINAL SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT, THE MITIGATION MONITORING AND REPORTING PROGRAM, RELATED CEQA FINDINGS, AND A STATEMENT OF OVERRIDING CONSIDERATIONS, FOR THE REHABILITATION OF RUNWAY 8R-26L AND ASSOCIATED AIRFIELD IMPROVEMENTS PROJECT AT ONTARIO INTERNATIONAL AIRPORT, AND (2) APPROVAL OF THE REHABILITATION OF RUNWAY 8R-26L AND ASSOCIATED AIRFIELD IMPROVEMENTS PROJECT AT ONTARIO INTERNATIONAL AIRPORT.

RELEVANT STRATEGIC OBJECTIVE: Invest in ONT.

RECOMMENDED ACTION(S): That the Ontario International Airport Authority Commission adopt:

(1) a Resolution approving and certifying the Final Supplemental Environmental Impact Report, the Mitigation Monitoring and Reporting Program, related CEQA Findings, and a Statement of Overriding Considerations, for the Rehabilitation of Runway 8R-26L and Associated Airfield Improvements Project at Ontario International Airport, and

(2) a Resolution approving the Rehabilitation of Runway 8R-26L and Associated Airfield Improvements Project at Ontario International Airport.

FISCAL IMPACT SUMMARY: If approved, the Runway Rehabilitation Project has been listed in and approved as part of the ONT CIP. In addition, tens of millions of dollars in funding from the Federal Aviation Administration (FAA) is anticipated to be available during the three proposed phases or terms of Project construction in 2023, 2024, and 2025.

STAFF MEMBER PRESENTING: Kevin Sullivan, Asst. General Counsel

Department: Administration

Submitted to OIAA: June 23, 2022

Approved: _____

Continued to: _____

Denied: _____

Chief Executive Officer Approval: 

THE RUNWAY REHABILITATION PROJECT: The Project involves the rehabilitation and reconstruction of Runway 8R-26L, taxiway connector improvements and other associated airfield improvements, the relocation of objects located within the Runway Safety Area (RSA) and Runway Object Free Area (ROFA), and relocation of the south electrical vault. The Project would be constructed over a three-year period in 2023, 2024 and 2025 due to Federal Aviation Administration (FAA) Airport Improvement Program (AIP) funding availability.

The Project would not result in increased runway capacity. Runway use and flight patterns would not be impacted after the Project implementation. However, during runway closure periods as part of construction, all operations would occur on a single runway. Because the two runways are parallel and closely spaced, temporarily operating on a single runway would not significantly alter flight patterns. The only change in flight patterns during temporary runway closure periods may result from FAA Air Traffic Control (ATC) imposed restrictions on the use of Contra Flow operations during nighttime hours (10:00 PM to 7:00 AM), which would cause temporary increases in noise exposure to the west of ONT during nighttime operations.

The objectives of Project are to make improvements to the ONT airfield via rehabilitation and reconstruction of pavement and relocation and facilities that would:

- Prioritize future maintenance, rehabilitation and/or reconstruction projects for airside pavement in accordance with the 2020 ONT Pavement Management Plan (PMP);
- Meet current FAA standards;
- Improve safety on the airfield;
- Enhance airfield efficiency;
- Provide adequate infrastructure to support airfield and navigational power requirements; and
- Maximize available FAA funding for construction.

CEQA COMPLIANCE: A Draft and Final Supplemental Environmental Impact Report (collectively the Final SEIR) (SCH#2021060531) has been prepared by the OIAA, as the Lead Agency, pursuant to the requirements of the California Environmental Quality Act (CEQA) (Public Resources Code Sections 21000 *et seq.*) and the State CEQA Guidelines (14 Cal Code Regs. Sections 15000 *et seq.*) to address the potential environmental impacts associated with the proposed Project. The Final SEIR supplements the 1991 Final Environmental Impact Report for Terminals, Other Facilities and Operations to Support 12 Million Annual Passengers (SCH#89012311) (1991 FSEIR).

Construction of the Project would result in total net positive construction related GHG emissions in years 2023, 2024, and 2025. Therefore, the Project would result in a significant, unavoidable temporary impact due to construction related GHG emissions.

Further, the Project would result in temporary increases in noise exposure to the west of the Airport during nighttime hours during construction periods in 2023, 2024, and 2025. Runway use and flight patterns would be temporarily impacted during these construction years due to runway closures. In 2023, Runway 8L-26R will be closed for four months and Runway 8R-26L will be closed for five months. In 2024, Runway 8R-26L will be closed for nine months. In 2025, Runway 8L-26R will be closed for five months. During these runway closure periods, all operations would occur on a single open runway. Due

to the two runways being parallel and closely spaced, temporarily operating on a single runway would not significantly alter flight patterns. The only change in flight patterns during temporary runway closure periods in 2023, 2024 and 2025, may result from FAA Air Traffic Control (ATC) imposed restrictions on the use of Contra Flow operations during nighttime hours (10:00 PM to 7:00 AM). Since Contra Flow would not be used by ATC when operating on a single open runway, the Project would result in temporary increases in noise exposure to the west of the Airport during the nighttime hours during these construction periods.

There are no feasible mitigation measures or alternatives within the control, authority, and jurisdiction of the OIAA that can be implemented to reduce the identified Project-related significant GHG and noise impacts to a level below significance or to otherwise reduce the impacts. Any potential mitigation measures or alternatives on these impact items are within the jurisdiction and control of the FAA. Therefore, the impacts remain significant and unavoidable.

The Final SEIR, at Chapter 9, also identifies a Mitigation Monitoring and Reporting Program (MMRP) to address potentially significant environmental impacts from the Project. The MMRP will be enforced as conditions of approval for the Project to ensure the potential Project impacts to the environment, except as to GHG and noise as discussed above, are reduced to a level below significance. The MMRP is also attached as **Exhibit A** to the Resolution certifying and approving the Final SEIR (Resolution No. 2022-12 attached).

CEQA Findings – Applicable findings can be made under CEQA, and are contained in Sections 3-5 of the CEQA Findings that are attached as **Exhibit B** to Resolution No. 2022-12 certifying and approving the Final SEIR, which Findings discuss how all feasible mitigation measures have been adopted to either reduce the two significant and unavoidable Project impacts, although not to below a level of significance, or to reduce other potential Project impacts to below a level of significance.

Project Alternatives - Two alternatives were analyzed in detail in the Final SEIR, Chapter 8, Project Alternatives: (1) Two-Year Program Alternative; and (2) No Project Alternative. The Final SEIR explains that these Alternatives were rejected because they fail to achieve Project objectives, including due the financial, economic, and practical infeasibility of the two Alternatives. Those two Alternatives, and their rejection as infeasible, are also addressed at Section 6 of the CEQA Findings (**Exhibit B** to Resolution No. 2022-12 attached).

Statement of Overriding Considerations – Notwithstanding the significant and unavoidable temporary GHG and noise impacts from the Project discussed above, Section 10 of the CEQA Findings (Statement of Overriding Considerations) identifies that the Project would have economic, legal, social, technological, and other overriding benefits. (See **Exhibit B** to Resolution No. 2022-12 attached). Section

10 of the CEQA Findings therefore discusses that many sufficient bases for approving the Project exist, notwithstanding any significant and unavoidable impacts that may occur.

PROCUREMENT: All awards of contracts for the Project, if approved, will comply with and adhere to applicable OIAA policies and requirements, as well as California law, regarding procurement and competitive bidding.

STAFFING IMPACT (# OF POSITIONS): N/A

IMPACT ON OPERATIONS: This action would impact existing ONT operations during the construction phases implemented in 2023, 2024, and 2025 as discussed in the Project description above.

SCHEDULE: If approved, Project construction would begin in 2023 and be completed in 2025.

ATTACHMENTS:

- See the link to the 1991 FEIR and the 2022 Final SEIR materials at: <https://www.flyontario.com/corporate/environment/environment-reports>.
- Resolution No. 2022-12 approving and certifying the Final Supplemental Environmental Impact Report, the Mitigation Monitoring and Reporting Program, related CEQA Findings, and a Statement of Overriding Considerations, for the Rehabilitation of Runway 8R-26L and Associated Airfield Improvements Project at Ontario International Airport (with **Exhibits A-B**).
- Resolution No. 2022-13 approving the Rehabilitation of Runway 8R-26L and Associated Airfield Improvements Project at Ontario International Airport.

The Agenda Report references the terms and conditions of the recommended actions and request for approval. Any document(s) referred to herein and that 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. Office hours are 8:30 a.m. to 5:00 p.m., Monday through Friday, although these hours and review procedures may be modified due to COVID-19 precautions. In that case, the documents may be requested by email at clerk@flyontario.com.

This Agenda Report has been reviewed by OIAA General Counsel.

RESOLUTION NO. 2022-12

A RESOLUTION OF THE ONTARIO INTERNATIONAL AIRPORT AUTHORITY TO APPROVE AND CERTIFY THE FINAL SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT, THE MITIGATION MONITORING AND REPORTING PROGRAM, RELATED CEQA FINDINGS, AND A STATEMENT OF OVERRIDING CONSIDERATIONS, FOR THE REHABILITATION OF RUNWAY 8R-26L AND ASSOCIATED AIRFIELD IMPROVEMENTS AT ONTARIO INTERNATIONAL AIRPORT

WHEREAS, a Draft and Final Supplemental Environmental Impact Report (collectively the Final SEIR) (SCH#2021060531) has been prepared by the Ontario International Airport Authority (OIAA), as the Lead Agency, pursuant to the requirements of the California Environmental Quality Act (CEQA) (Public Resources Code Sections 21000 *et seq.*) and the State CEQA Guidelines (14 Cal Code Regs. Sections 15000 *et seq.*) to address the potential environmental impacts associated with the Rehabilitation of Runway 8R-26L and Associated Airfield Improvements at Ontario International Airport (ONT or Airport), as identified as the Project; and

WHEREAS, the Project involves the rehabilitation and reconstruction of Runway 8R-26L, taxiway connector improvements and other associated airfield improvements, the relocation of objects located within the Runway Safety Area (RSA) and Runway Object Free Area (ROFA), and relocation of the south electrical vault. The Project would be constructed over a three-year period in 2023, 2024 and 2025. It will rehabilitate and reconstruct runway and taxiway areas after 40 plus years of use, and bring the areas current with Federal Aviation Administration (FAA) standards; and

WHEREAS, on June 17, 2021, OIAA published a Notice of Preparation for the Draft SEIR for the Project, together with an Initial Study for the proposed Project; and

WHEREAS, the Draft SEIR was circulated for a forty five (45) day public review period from April 25, 2022 to June 9, 2022; and

WHEREAS, OIAA prepared responses to all written comments on the Draft SEIR received during the public review period; and

WHEREAS, a Mitigation Monitoring and Reporting Program (MMRP) is included at Section 9 of the Final SEIR to address potentially significant environmental impacts from the Project, which MMRP is attached to this Resolution as **Exhibit A**; and

WHEREAS, in accordance with Section 15132 of the State CEQA Guidelines, the Final SEIR (SCH#2021060531) consists of:

- a. Draft SEIR (SCH#2021060531) for the Project and all appendices and technical reports thereto;
- b. Comments and responses to comments on the Draft SEIR (SCH#2021060531) for the Project, including a list of all persons, organizations, and public agencies commenting on the Draft SEIR, as well as the MMRP; and

WHEREAS, two alternatives (the No Project Alternative and the Two-Year Program Alternative) were identified and discussed in the Final SEIR. These two alternatives represent a reasonable range of the alternatives that could feasibly attain one or more of the Project objectives and eliminate or reduce significant impacts; and

WHEREAS, OIAA has rejected the No Project Alternative and the Two-Year Program Alternative for reasons set forth in the CEQA Findings, Facts in Support of the Findings, and a Statement of Overriding Considerations (collectively CEQA Findings), which are incorporated by reference, made an express part of this Resolution and attached to this Resolution as **Exhibit B**; and

WHEREAS, the Project best attains a balance between protecting against local environmental impacts and meeting the Project objectives with the least environmental impact; and

WHEREAS, Section 21081 of the Public Resources Code and Section 15091 of the State CEQA Guidelines requires OIAA make one or more of the following findings prior to approving or carrying out a project for which an EIR has been prepared identifying one or more significant effects to project, together with a statement of facts in support of each finding:

- (1) Changes or alterations have been required in, or incorporated into, the project, which avoid or substantially lessen the significant effects on the environment.
- (2) Changes or alterations are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency.
- (3) Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers,

make infeasible the mitigation measures or project alternatives identified in the EIR; and

WHEREAS, with respect to significant effects which were subject to a finding under paragraph (3) above, OIAA must find that specific overriding economic, legal, social, technological, or other benefits of the project outweigh the significant effects on the environment; and

WHEREAS, Section 15093(a) of the State CEQA Guidelines requires OIAA to balance the benefits of a proposed project against its unavoidable environmental risk in determining whether to approve the project; and

WHEREAS, Section 15093(b) of the State CEQA Guidelines requires that, where the decision of OIAA allows the occurrence of significant effects which are identified in an EIR, but are not at least substantially mitigated, OIAA must state in writing the reasons to support its action on the Final SEIR or other information in the record; and

WHEREAS, Section 15097 of the State CEQA Guidelines requires that a mitigation monitoring and reporting program (“MMRP”) designed to ensure compliance with mitigation measures imposed to avoid or substantially lessen the significant effects identified in the Final SEIR be prepared; and

WHEREAS, on the morning of June 17, 2022, OIAA provided to each Commissioner of OIAA copies of (1) the 1991 Final Environmental Impact Report for Terminals, Other Facilities and Operations to Support 12 Million Annual Passengers (SCH#89012311) (1991 FSEIR), and (2) the entire Final SEIR (SCH#2021060531) materials for the Project; and

WHEREAS, on June 20, 2022, OIAA provided notice of the public meeting on the Final SEIR (SCH#2021060531) and the Project scheduled for June 23, 2022, including to the Commission, in accordance with the Ralph M. Brown Act, Government Code Section 54950, *et seq.*; and

WHEREAS, OIAA staff recommends certification and approval of the Final SEIR (SCH#2021060531) for the Project; and

WHEREAS, the Commission has reviewed and considered all such materials for the 1991 FSEIR (SCH#89012311), for the Final SEIR (SCH#2021060531), and for the Project discussed above; and

NOW, BE IT RESOLVED BY THE COMMISSION OF THE ONTARIO INTERNATIONAL AIRPORT AUTHORITY, as the airport proprietor of Ontario International Airport, and, in light of the whole record for the Final SEIR (SCH#2021060531) and the Project before it, the OIAA Commission finds as follows:

1. All recitals and Whereas clauses above are true and are incorporated in full into these findings;

2. The OIAA Commission has reviewed and considered the 1991 FSEIR (SCH#89012311), and the Final SEIR (SCH#2021060531) for the Project as the Lead Agency pursuant to CEQA and finds that the Final SEIR (SCH#2021060531) is adequate, complete and contains all information required by CEQA and the State CEQA Guidelines.

3. The OIAA Commission has provided and will continue to provide the Final SEIR (SCH#2021060531), on file with the Ontario International Airport Authority, 1923 East Avion Street, Ontario, California 91761, and available for inspection through the OIAA Clerk.

4. The OIAA Commission finds that the MMRP, which is incorporated by reference, made an express part of this Resolution and attached to this Resolution as **Exhibit A**, establishes a mechanism and procedure for implementing and verifying the implementation of, and compliance with, the adopted mitigation measures for the Project pursuant to Public Resources Code Section 21081.6 and CEQA Guidelines Section 15097, and this Commission adopts the MMRP. The MMRP is adopted, is incorporated into the Project as a condition of approval, and shall be fully enforceable.

5. The OIAA Commission finds that the Final SEIR (SCH#2021060531) has identified all significant environmental effects of the Project and has analyzed a range of reasonable alternatives to the Project, as set forth in Findings, which are incorporated by reference, and attached to this Resolution as **Exhibit B**.

6. The OIAA Commission adopts the appropriate findings set forth in Section 21081 of the Public Resources Code and Section 15091 of the State CEQA Guidelines with respect to each significant environmental effect identified in the Final SEIR (SCH#2021060531), and each alternative considered in the Final SEIR (SCH#2021060531), and the explanation of its reasoning with respect to each finding as set forth in the Findings.

7. The OIAA Commission finds that although the Final SEIR (SCH#2021060531) identifies certain significant environmental effects that may occur with implementation of the Project, all significant effects that feasibly can be mitigated or

avoided have been reduced to an acceptable level by imposition of mitigation measures, all of which have been identified in Final SEIR (SCH#2021060531) and described in the attached Findings; and all of which are adopted by this Commission to mitigate the environmental effects of the Project.

8. The OIAA Commission finds that the unavoidably significant environmental effects of the Project, as identified in the attached Findings, have been lessened substantially in their severity, to the extent feasible, by the imposition of mitigation measures identified in the attached Findings. This Commission also finds that those unavoidable significant environmental effects are outweighed by the economic, social, technological and other benefits of the Project, as set forth in the Statement of Overriding Considerations, as identified at Section 10 in the attached Findings.

9. The OIAA Commission adopts the Statement of Overriding Considerations, as identified at Section 10 in the attached Findings, which, based on substantial evidence in the record, supports and justifies approval of the Project, notwithstanding certain unavoidably significant environmental effects that feasibly cannot be mitigated to below a level of significance. The unavoidable significant environmental effects of the Project are deemed acceptable when balanced against the overriding economic, social, technical and other benefits of the Project as set forth at Section 10 in the Statement of Overriding Considerations.

10. The OIAA Commission finds that the Final SEIR (SCH#2021060531) has described a reasonable range of alternatives to the Project that feasibly could obtain the basic objectives of the project (including the No Project Alternative), even when these alternatives might impede the attainment of project objectives and might be more costly.

11. The OIAA Commission finds that there is substantial evidence in the entirety of the record to support the conclusions and findings before this Commission.

12. The OIAA Commission finds that significant new information has not been added to the Final SEIR (SCH#2021060531) since the circulation of the Draft SEIR such that recirculation for additional public review is necessary pursuant to State CEQA Guidelines Section 15088.5. The Commission further finds that no information has been presented showing new significant effects and that no feasible alternative that would clearly lessen the significant physical environmental effects identified in the Final SEIR has been proposed and rejected by this Commission.

13. The OIAA Commission finds that the Final SEIR (SCH#2021060531) reflects the independent review and judgment of the Commission and OIAA.

14. The OIAA Commission finds that the Final SEIR (SCH#2021060531) serves as adequate, complete, and appropriate environmental documentation for the Project.

15. The OIAA Commission certifies the Final SEIR (SCH#2021060531) as complete and adequate in that Final SEIR (SCH#2021060531) addresses all environmental effects of the Project and fully complies with the requirements of CEQA and the State CEQA Guidelines.

PASSED, APPROVED, AND ADOPTED at an OIAA Commission regular meeting this 23rd day of June 2022.

ALAN D. WAPNER
OIAA PRESIDENT

ATTEST:

SECRETARY/ASSISTANT SECRETARY

APPROVED AS TO LEGAL FORM:

LORI D. BALANCE
GENERAL COUNSEL

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

I, Norma I. Alley, MMC, Secretary of the Ontario International Airport Authority, DO
HEREBY CERTIFY that foregoing Resolution No. 2022-12 was duly passed and
adopted by the Commission of the Ontario International Airport Authority at their regular
meeting held on June 23, 2022 by the following roll call vote, to wit:

AYES: COMMISSIONERS:

NOES: COMMISSIONERS:

ABSENT: COMMISSIONERS:

SECRETARY/ASSISTANT SECRETARY

(SEAL)

The foregoing is the original of Resolution No. 2022-12 duly passed and adopted by the
Commission of the Ontario International Airport Authority at their regular meeting held
June 23, 2022.

SECRETARY/ASSISTANT SECRETARY

(SEAL)

EXHIBIT A

**Mitigation Monitoring and Reporting Program for the Final SEIR
(SCH#2021060531)**

9.0 Mitigation, Monitoring and Reporting or Monitoring Program

CEQA, Section 21081.6, requires that a mitigation monitoring and reporting program (MMRP) be adopted upon certification of an EIR to ensure that the mitigation measures are implemented. The mitigation monitoring and reporting program specifies what the mitigation is, the entity responsible for monitoring the program, and when in the process it should be accomplished. This MMRP is designed to ensure compliance with Public Resources Code Section 21081.6 during implementation of mitigation measures. A record of the MMRP will be maintained at the offices of the OIAA, 1923 East Avion Street, Ontario, CA 91761.

Table 9-1 summarizes the mitigation measures by environmental resource category, as identified throughout the Draft SEIR, and further refined during the Draft SEIR comment period in consultation with regulatory agencies. The table includes details on the timing of implementation, monitoring frequency, and reporting requirements. For mitigation measures to be implemented by construction contractors, contract specifications will specifically indicate compliance requirements. OIAA is ultimately responsible for ensuring implementation of all mitigation measures with the MMRP.

Table 9-1: Mitigation, Monitoring and Report Program Matrix

Reference No	Impact Being Addressed	Mitigation Measure	Timeframe/Monitoring Milestone	Primary Responsible Monitoring Party	Reporting Requirements (if applicable)
Biological Resources					
MM-BIO-1 (Revised by CDFW)	Impacts to Sensitive Animals Species during construction	<p>Burrowing Owl (BUOW)</p> <p>Prior to commencement of construction activities (i.e., demolition, earthwork, clearing, and grubbing), focused surveys, as defined by the Staff Report on Burrowing Owl Mitigation (CDFG 2012) will be conducted by a qualified biologist across all suitable breeding, wintering, and foraging habitat within the project and appropriate buffer. Take avoidance surveys will also be conducted within 14 days and repeated 24 hours prior to construction activities to determine presence of burrowing owl.</p> <p>If a burrowing owl is observed during focused surveys and/or take avoidance surveys, CDFW will be immediately informed of its location and status. The project will avoid all impacts to burrowing owls onsite. If this is not feasible, a Burrowing Owl Protection Plan (plan) will be prepared by a qualified biologist, which must be approved by CDFW prior to initiating the project. The plan will include conserving all nesting, occupied and satellite burrows and/or burrowing owl habitat such that the habitat acreage, number of burrows and burrowing owls impacted are maintained and/or replaced. Further coordination with CDFW will occur to mitigate for the loss of habitat through the acquisition, conservation, and management of in-kind habitat. Lands conserved will include 1) sufficiently large acreage with fossorial mammals present; 2) permanent protection through a conservation easement for the purpose of conserving burrowing owl habitat and prohibiting activities incompatible with burrowing owl use; 3) development and implementation of a mitigation land management plan to address long-term ecological sustainability and maintenance of the site for burrowing owls; and 4) funding for the maintenance and management of mitigation land through the establishment of a long-term funding mechanism such as an endowment (CDFW, 2012).</p> <p>OIAA will develop and maintain an interactive mapping and current inventory of burrowing owl occurrences within the active airport and adjacent airport owned parcels, along with an adequate buffer to provide analysis that burrowing owl distribution and cumulative impacts are not significantly impacted by past and present activities. Further, OIAA shall ensure adequate land is available and conserved before owls are relocated, and provide compensation for loss of all aspects of habitat types used (e.g., foraging, wintering, migratory stopovers, and breeding).</p> <p>* Mitigation is subject to USFWS Permit No. MBPER0037939</p>	<p>Focused survey – 1x:</p> <ul style="list-style-type: none"> during the breeding season (February 1 through August 31) prior to commencement of construction activities. <p>Take avoidance surveys – 2x:</p> <ul style="list-style-type: none"> once within 14 days of construction commencement; and once within 24 hours prior to construction activities. <p>Interactive Map and Inventory:</p> <ul style="list-style-type: none"> Initiate with previous survey results Update with focused surveys 	OIAA and qualified biologist, USFWS and CDFW if BUOW found	Survey reports and a BUOW Protection and Relocation Plan (if applicable)
MM-BIO-2 (Revised by CDFW)	Impacts to Migratory Species during construction	<p>Nesting Birds</p> <p>To the extent possible, construction activities (i.e., earthwork, vegetation clearing, and grubbing) will occur outside of the peak nesting season, or February 15 through August 31 for songbirds and January 15 to August 31 for raptors. During the duration of the Project:</p> <ul style="list-style-type: none"> Nesting bird surveys will be conducted by the qualified biologist no more than three days prior to any Project activities. The survey(s) will occur at the appropriate time of day/night, during appropriate weather conditions. Surveys will encompass all suitable areas, including trees, shrubs, bare ground, burrows, cavities, and structures. Survey duration will take into consideration the acreage of the Project impacts; density, and complexity of the habitat; number of survey participants; survey techniques employed; and will be sufficient to ensure the data collected is complete and accurate. Pre-construction surveys will focus on both direct and indirect evidence of nesting, including nest locations and nesting behavior (i.e., copulation, carrying of food or nest materials, nest building, removal of fecal sacks, flushing suddenly from atypically close range, agitation, aggressive interactions, 	<p>During nesting season (January 15 through August 31):</p> <ul style="list-style-type: none"> Pre-construction survey no more than seven days prior to construction activities. Additional surveys required if construction is inactive for more than seven days during breeding season 	OIAA and qualified biologist. USFWS if active nests found	Pre-construction survey report, and reports for any necessary subsequent surveys.

Table 9-1: Mitigation, Monitoring and Report Program Matrix

Reference No	Impact Being Addressed	Mitigation Measure	Timeframe/Monitoring Milestone	Primary Responsible Monitoring Party	Reporting Requirements (if applicable)
		<p>feigning injury or distraction displays, or other behaviors). If a nest is suspected, but not confirmed, the qualified biologist will establish a disturbance-free buffer until additional surveys can be completed, or until the location can be inferred based on observations. The qualified biologist will not risk failure of the nest to determine the exact location or status and will make every effort to limit the nest to potential predation as a result of the survey/monitoring efforts (i.e., limit number of surveyors, limit time spent at/near the nest, scan the site for potential nest predators before approaching, immediately depart nest area if indicators of stress or agitation are displayed). If a nest is observed, but thought to be inactive, the qualified biologist will monitor the nest for 1 hour (4 hours for raptors during the non-breeding season) prior to approaching the nest to determine status. The qualified biologist will use their best professional judgement regarding the monitoring period and whether approaching the nest is appropriate.</p> <ul style="list-style-type: none"> • If active nests are located within the Project or buffer, the qualified biologist will immediately establish a conservative buffer surrounding the nest based on their best professional judgement and experience. The buffer will be delineated to ensure that its location is known by all persons working within the vicinity but will not be marked in such a manner that it attracts predators. • Once the buffer is established, the qualified biologist will document baseline behavior, stage of reproduction, and existing site conditions, including vertical and horizontal distances from proposed work areas, visual or acoustic barriers, and existing level of disturbance. Following documentation of baseline conditions, the qualified biologist may choose to make adjustments to the buffer based on site characteristics, stage of reproduction, and types of Project activities proposed at/near that location. The qualified biologist will monitor the nest at the onset of Project activities, and at the onset of any changes in Project activities (i.e., increase in number or type of equipment, change in equipment usage, etc.) to determine the efficacy of the buffer. If the qualified biologist determines that Project activities may be causing an adverse reaction, the qualified biologist will adjust the buffer accordingly. • The qualified biologist will be onsite daily to monitor all existing nests, the efficacy of established buffers, and to document any new nesting occurrences. The qualified biologist will document the status of all existing nests, including the stage of reproduction and the expected fledge date. If a nest is suspected to have been abandoned or failed, the qualified biologist will monitor the nest for a minimum of 1 hour (4 hours for raptors), uninterrupted, during favorable field conditions. If no activity is observed during that time, the qualified biologist may approach the nest to assess the status. Permittee, under the direction of the qualified biologist, may also take steps to discourage nesting on the Project site, including moving equipment and materials daily, covering material with tarps or fabric, and securing all open pipes and construction materials. The qualified biologist will ensure that none of the materials used pose an entanglement risk to birds or other species. <p>* Mitigation is subject to USFWS Permit No. MBPER0037939</p>			
MM-BIO-3	Impacts to Sensitive Animals Species during construction	<p>Delhi Sands Flower-loving Fly (DSFLF)</p> <p>Focused surveys shall be conducted for DSFLF pursuant to current USFWS protocols by a qualified biologist with a DSFLF USFWS recovery permit. If the surveys are negative, no further assessments, focused surveys, or mitigation shall be required and construction activities shall be allowed to proceed without any further requirements.</p> <p>If focused surveys are positive, mitigation measures would be required and would be subject to review and approval by USFWS either through Section 7 of the ESA (if there is a federal action) or under Section 10(A)(1)(B) of the ESA (in the absence of a federal action). Measures may include, but are not necessarily limited to, the following:</p>	Focused survey pursuant to USFWS protocols.	OIAA and qualified biologist, USFWS if DSFLF present	Survey report

Table 9-1: Mitigation, Monitoring and Report Program Matrix

Reference No	Impact Being Addressed	Mitigation Measure	Timeframe/Monitoring Milestone	Primary Responsible Monitoring Party	Reporting Requirements (if applicable)
		<ul style="list-style-type: none"> Avoidance of construction activities within DSFLF occupied habitat during the adult flight season, which occurs between July 1 and September 20. Installation of construction and post-construction fencing and signage around any avoided occupied habitat. Attendance of project personnel to a training program presented by a qualified biologist prior to construction activities. Monitoring by a qualified biologist during construction. Dust control adjacent to any avoided areas during construction. Mitigation for permanent loss of occupied DSFLF habitat. 			
Greenhouse Gases					
No feasible measures	Construction-related GHG emissions	As discussed under Impact 4.3-2, there are several local plans which address GHGs and measures to reduce GHG emissions. While there are no feasible measures that can be assumed and quantified in this analysis, regional and local measures, if implemented, should serve to further reduce overall GHG emissions.	n/a	n/a	n/a
Noise					
MM-N-1	Noise impacts to noise-sensitive areas during construction.	<p>Voluntary Operational Restrictions for Noise Management</p> <p>While Contra Flow operations would be suspended by the Federal Aviation Administration (FAA) during the runway closure periods for construction of the Proposed Project, ONT would continue to implement other Voluntary Operational Restrictions for noise management during implementation of the Proposed Project.</p> <p>ONT would continue to implement other Voluntary Operational Restrictions for noise management during implementation of the Proposed Project, including but not limited to: ¹</p> <ul style="list-style-type: none"> “Touch-and-go” operations by turbojet and turbo-fan aircraft are prohibited without special permissions Nighttime (10:00 PM and 7:00 AM) engine maintenance run-up operations are prohibited. Daytime run-up operations occur at specified locations. “Intersection departures” are prohibited (i.e., departures not starting at the end of the runway), except from 8L at Taxiway D and from 26R at Taxiway V. Departures must start at the end of runways to allow aircraft to pass higher over residential communities. <p>There are no feasible mitigation measures within the control, authority, and jurisdiction of the OIAA that can be implemented to reduce Project-related noise impacts to below a level of significance. Any potential mitigation measures on this matter are within the jurisdiction and control of the FAA.</p>	Subject to special permissions or safety concerns, voluntary operational restrictions would be implemented throughout the construction period.	OIAA/FAA ATC	
Tribal Cultural Resources					

Table 9-1: Mitigation, Monitoring and Report Program Matrix

Reference No	Impact Being Addressed	Mitigation Measure	Timeframe/Monitoring Milestone	Primary Responsible Monitoring Party	Reporting Requirements (if applicable)
MM-TCR-1	Potential impacts to tribal cultural resources (TCR)	<p>Retain a Native American Monitor Prior to Commencement of Ground-Disturbing Activities</p> <p>A. The project applicant/lead agency shall retain a Native American Monitor from or approved by the Gabrieleño Band of Mission Indians – Kizh Nation. The monitor shall be retained prior to the commencement of any “ground-disturbing activity” for the subject project at all project locations (i.e., both on-site and any off-site locations that are included in the project description/definition and/or required in connection with the project, such as public improvement work). “Ground-disturbing activity” shall include, but is not limited to, demolition, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching.</p> <p>B. A copy of the executed monitoring agreement shall be submitted to the lead agency prior to the commencement of any ground-disturbing activity, or the issuance of any permit necessary to commence a ground-disturbing activity.</p> <p>C. The monitor will complete daily monitoring logs that will provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of ground-disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Tribe. Monitor logs will identify and describe any discovered TCRs, including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc., (collectively, tribal cultural resources, or “TCR”), as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs will be provided to the project applicant/lead agency upon written request to the Tribe.</p> <p>D. On-site tribal monitoring shall conclude upon the latter of the following (1) written confirmation to the Kizh from a designated point of contact for the project applicant/lead agency that all ground-disturbing activities and phases that may involve ground-disturbing activities on the project site or in connection with the project are complete; or (2) a determination and written notification by the Kizh to the project applicant/lead agency that no future, planned construction activity and/or development/construction phase at the project site possesses the potential to impact Kizh TCRs.</p> <p>E. Upon discovery of any TCRs, all construction activities in the immediate vicinity of the discovery shall cease (i.e., not less than the surrounding 50 feet) and shall not resume until the discovered TCR has been fully assessed by the Kizh monitor and/or Kizh archaeologist. The Kizh will recover and retain all discovered TCRs in the form and/or manner the Tribe deems appropriate, in the Tribe’s sole discretion, and for any purpose the Tribe deems appropriate, including for educational, cultural and/or historic purposes.</p>	<p>A. Prior to issuing the grading permit</p> <p>B. Prior to issuing the grading permit</p> <p>C. Within 30 days of completing grading</p> <p>D. Within 30 days of completing grading</p> <p>E. Implemented at the time of discovery</p>	OIAA	<p>A. Monitoring Agreement</p> <p>B. Monitoring Agreement</p> <p>C. Monitoring Logs</p> <p>D. Written notification from Tribe</p> <p>E. n/a</p>
MM-TCR-2	Potential impacts to human remains and funerary objects	<p>Unanticipated Discovery of Human Remains and Associated Funerary Objects</p> <p>A. Native American human remains are defined in PRC 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in Public Resources Code Section 5097.98, are also to be treated according to this statute.</p>	Within 24 hours of discovery of human remains	OIAA or authorized consultant or contractor	Treatment Plan

Table 9-1: Mitigation, Monitoring and Report Program Matrix

Reference No	Impact Being Addressed	Mitigation Measure	Timeframe/Monitoring Milestone	Primary Responsible Monitoring Party	Reporting Requirements (if applicable)
		<p>B. If Native American human remains and/or grave goods discovered or recognized on the project site, then all construction activities shall immediately cease. Health and Safety Code Section 7050.5 dictates that any discoveries of human skeletal material shall be immediately reported to the County Coroner and all ground-disturbing activities shall immediately halt and shall remain halted until the coroner has determined the nature of the remains. If the coroner recognizes the human remains to be those of a Native American or has reason to believe they are Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission, and Public Resources Code Section 5097.98 shall be followed.</p> <p>C. Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2).</p> <p>D. Construction activities may resume in other parts of the project site at a minimum of 200 feet away from discovered human remains and/or burial goods, if the Kizh determines in its sole discretion that resuming construction activities at that distance is acceptable and provides the project manager express consent of that determination (along with any other mitigation measures the Kizh monitor and/or archaeologist deems necessary). (CEQA Guidelines Section 15064.5(f).)</p> <p>E. Preservation in place (i.e., avoidance) is the preferred manner of treatment for discovered human remains and/or burial goods, if feasible. Any historic archaeological material that is not Native American in origin (non-TCR) shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, it shall be offered to a local school or historical society in the area for educational purposes.</p> <p>F. Any discovery of human remains/burial goods shall be kept confidential to prevent further disturbance.</p>			
MM-TCR-3	Potential impacts to human remains and funerary objects	<p>Procedures for Burials and Funerary Remains</p> <p>A. As the Most Likely Descendant (“MLD”), the Koo-nas-gna Burial Policy shall be implemented. To the Tribe, the term “human remains” encompasses more than human bones. In ancient as well as historic times, Tribal Traditions included, but were not limited to, the preparation of the soil for burial, the burial of funerary objects with the deceased, and the ceremonial burning of human remains.</p> <p>B. If the discovery of human remains includes four or more burials, the discovery location shall be treated as a cemetery and a separate treatment plan shall be created.</p> <p>C. The prepared soil and cremation soils are to be treated in the same manner as bone fragments that remain intact. Associated funerary objects are objects that, as part of the death rite or ceremony of a culture, are reasonably believed to have been placed with individual human remains either at the time of death or later; other items made exclusively for burial purposes or to contain human remains can also be considered as associated funerary objects.</p>	Prior to authorizing construction activities within 200 feet of human remains	OIAA	<p>Treatment Plan</p> <p>Incorporate protection and avoidance measures into final plans or specifications</p>

Table 9-1: Mitigation, Monitoring and Report Program Matrix

Reference No	Impact Being Addressed	Mitigation Measure	Timeframe/Monitoring Milestone	Primary Responsible Monitoring Party	Reporting Requirements (if applicable)
		<p>Cremations will either be removed in bulk or by means as necessary to ensure complete recovery of all sacred materials.</p> <p>D. In the case where discovered human remains cannot be fully documented and recovered on the same day, the remains will be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard should be posted outside of working hours. The Tribe will make every effort to recommend diverting the project and keeping the remains in situ and protected. If the project cannot be diverted, it may be determined that burials will be removed.</p> <p>E. In the event preservation in place is not possible despite good faith efforts by the project applicant/developer and/or landowner, before ground-disturbing activities may resume on the project site, the landowner shall arrange a designated site location within the footprint of the project for the respectful reburial of the human remains and/or ceremonial objects.</p> <p>F. Each occurrence of human remains and associated funerary objects will be stored using opaque cloth bags. All human remains, funerary objects, sacred objects and objects of cultural patrimony will be removed to a secure container on site if possible. These items should be retained and reburied within six months of recovery. The site of reburial/repatriation shall be on the project site but at a location agreed upon between the Tribe and the landowner at a site to be protected in perpetuity. There shall be no publicity regarding any cultural materials recovered.</p> <p>G. The Tribe will work closely with the project's qualified archaeologist to ensure that the excavation is treated carefully, ethically and respectfully. If data recovery is approved by the Tribe, documentation shall be prepared and shall include (at a minimum) detailed descriptive notes and sketches. All data recovery data recovery-related forms of documentation shall be approved in advance by the Tribe. If any data recovery is performed, once complete, a final report shall be submitted to the Tribe and the NAHC. The Tribe does NOT authorize any scientific study or the utilization of any invasive and/or destructive diagnostics on human remains.</p>			
Hydrology (*Note: Hydrology mitigation measures were identified in Section 4.0 of the Initial Study, X. Hydrology and Water Quality (Appendix A of the Draft EIR)					
MM-HYD-1	Construction Stormwater	General Stormwater Construction Permit compliance.	Prior to and during construction period	OIAA	
MM-HYD-2	Stormwater	Municipal Storm Drain Permit (MS4) compliance.	Prior to, during, and post construction	OIAA	
MM-HYD-3	Construction Stormwater	Source control and treatment control BMPs shall be implemented to minimize the potential contaminants that are generated during and after construction. Source control BMPs and Treatment control BMPs will follow the ONT Storm Water Pollution Prevention Plan (SWPPP) and standard construction BMPs.	Prior to and during construction period	OIAA	
MM-HYD-4	Construction Stormwater	A project-specific Construction SWPPP would address construction-related surface water quality impacts and delineate water quality control measures to address those impacts.	Prior to construction start	OIAA	

Table 9-1: Mitigation, Monitoring and Report Program Matrix

Reference No	Impact Being Addressed	Mitigation Measure	Timeframe/Monitoring Milestone	Primary Responsible Monitoring Party	Reporting Requirements (if applicable)
MM-HYD-5	Construction Stormwater	BMPs would include those outlined in FAA AC 150/5371-10, Standards for Specifying Construction of Airports, Item P-156, Temporary Air and Water pollution, Soil Erosion and Siltation Control.	Throughout construction period	OIAA	
MM-HYD-6	Construction Stormwater	Employees shall strictly limit their activities, vehicles, equipment, and construction material to the proposed project footprint, staging areas, and designated routes of travel.	Throughout construction period	OIAA	

ENDNOTES

¹ ONT Rules and Regulations, Section 3 – Aircraft Operations, and Section 5 – Aircraft Noise Mitigation Operating Procedures and Restrictions, September 2020, <https://www.flyontario.com/corporate/rules-and-regulations>

EXHIBIT B

CEQA Findings for the Final SEIR (SCH#2021060531)

**CEQA FINDINGS, FACTS IN SUPPORT OF FINDINGS,
AND STATEMENT OF OVERRIDING CONSIDERATIONS FOR THE
REHABILITATION OF RUNWAY 8R-26L AND ASSOCIATED AIRFIELD
IMPROVEMENTS AT ONTARIO INTERNATIONAL AIRPORT**

(SCH#2021060531)

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**CEQA FINDINGS, FACTS IN SUPPORT OF FINDINGS,
AND STATEMENT OF OVERRIDING CONSIDERATIONS
FOR THE REHABILITATION OF RUNWAY 8R-26L AND ASSOCIATED AIRFIELD
IMPROVEMENTS AT ONTARIO INTERNATIONAL AIRPORT**

(SCH#2021060531)

1.0 INTRODUCTION

1.1 Statutory Requirements for Findings

The Commission of the Ontario International Airport Authority (OIAA) certifies that OIAA has reviewed and considered the information contained in the Final Supplemental Environmental Impact Report (SEIR), identified below, for the Rehabilitation of Runway 8R-26L and Associated Airfield Improvements (Project). These Findings Regarding Significant Effects (Findings) have been prepared to support and justify approval of the Project.

OIAA further certifies that the Final SEIR has been completed in compliance with the California Environmental Quality Act (CEQA), Public Resources Code sections 21000 et seq., and the CEQA Guidelines (Guidelines), California Code of Regulations, Title 14, sections 15000 et seq. In certifying the Final SEIR as adequate under CEQA, OIAA also adopts these CEQA Findings and Statement of Overriding Considerations.

Guidelines section 15162 requires a subsequent EIR be prepared if, based on substantial evidence in light of the whole record, the lead agency determines one or more of the following:

1. Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
2. Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
3. New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows the project will have one or more significant effects not previously discussed, significant effects previously discussed would be more severe, or new feasible mitigation measures or alternatives.

Guidelines section 15163 provide that a lead agency may choose to prepare a SEIR if any of the conditions described in Guidelines section 15162 would require preparation of a subsequent EIR

and only minor additions or changes would be necessary to make the previous EIR adequately apply to the project in the changed situation.

CEQA section 21081 and the CEQA Guidelines section 15091 require that the lead agency, in this case OIAA, prepare written findings for identified significant impacts, accompanied by a brief explanation of the rationale for each finding. Specifically, State CEQA Guidelines section 15091 states, in part, that:

(a) No public agency shall approve or carry out a project for which an EIR has been certified which identifies one or more significant environmental effects of the project unless the public agency makes one or more written findings for each of those significant effects accompanied by a brief explanation of the rationale for each finding. The possible findings are:

(1) Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effects as identified in the Final EIR.

(2) Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.

(3) Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR.

For those significant effects that cannot be mitigated to below a level of significance, the public agency is required to find that specific overriding economic, legal, social, technological, or other benefits of the needed runway rehabilitation and improvement Project outweigh the significant effects on the environment. (Guidelines, §15093.)

In addition, CEQA requires a public agency to make a finding that the EIR reflects the public agency's independent review and judgment. Therefore, in accordance with the provisions of CEQA and the Guidelines, OIAA, acting in its capacity as the CEQA lead agency, expressly finds that Final SEIR for the Runway Rehabilitation Project reflects OIAA's independent review and judgment.

The Final SEIR identifies significant or potentially significant environmental effects, prior to and after mitigation, which may occur as a result of OIAA's approval of the Project. However, OIAA finds that the inclusion of certain specified mitigation measures as part of the Project approval will reduce many, but not all, of those effects to less-than-significant levels. Certain impacts not reduced to less-than-significant levels are impacts related to greenhouse gas (GHG) emissions and noise (see Section 3.0 – Effects Determined to be Significant and Unavoidable);

and are overridden due to specific Project benefits (see, Section 10, Statement of Overriding Considerations).

All of the findings discussed above, and those otherwise required under CEQA and the Guidelines, are collectively referred to as the “Findings.” In accordance with CEQA and the Guidelines, OIAA certifies the Final SEIR for the Project, adopts these Findings, the statement of overriding considerations, and the Mitigation Monitoring and Reporting Program (MMRP) have been prepared and are incorporated into the Project’s conditions of approval, and approved the Project. Further, based on its independent review and judgment of the complete and entire administrative record, including, but not limited to the Draft SEIR, Final SEIR, and staff’s recommendations, and in accordance with the provisions of CEQA and the Guidelines, OIAA adopts these Findings as part of its certification of Final SEIR for the Runway Rehabilitation Project.

1.2 Organization/Format of Findings

In compliance with the statutory requirements, the Findings are organized as follows:

- (1) Significant effects that cannot be mitigated to below the level of significance;
- (2) Effects that can be mitigated to below the level of significance;
- (3) Effects that are less than significant;
- (4) Feasibility and desirability of Project alternatives;
- (5) Other and general CEQA Findings; and
- (7) Statement of Overriding Considerations.

To the extent relevant, the above-enumerated components of these Findings are accompanied by a discussion of significant effects, mitigation measures relevant to the specific effects being considered, findings, and facts in support of those findings.

2.0 PROJECT DESCRIPTION

2.1 Location of the Project

Ontario International Airport (ONT or Airport) is located in San Bernardino County, approximately 35 miles east of Downtown Los Angeles in the center of Southern California and is considered part of the Inland Empire. The Airport resides on 1,741 acres of land, surrounded primarily by airport-related, industrial and commercial uses. Airport facilities include two passenger terminals, general aviation facilities, air freight buildings, parking lots, and numerous airport and aircraft maintenance and support services. ONT has two parallel runways that are oriented in the east-west direction, Runways 8L-26R and 8R-26L. Runway 8R-26L, the primary runway during low visibility conditions, is 10,200’ x 150’ and is served by a full-length, parallel

taxiway to the south (Taxiway S). Runway 8L-26R is 12,197' x 150' and is served by a full-length, parallel taxiway to the north (Taxiway N).

2.2 Project Description

The Project involves the rehabilitation and reconstruction of Runway 8R-26L, taxiway connector improvements and other associated airfield improvements, the relocation of objects located within the Runway Safety Area (RSA) and Runway Object Free Area (ROFA), and relocation of the south electrical vault. The Project would be constructed over a three-year period in 2023, 2024 and 2025 due to Federal Aviation Administration (FAA) Airport Improvement Program (AIP) funding availability. The Project would not result in increased runway capacity. Runway use and flight patterns would not be impacted after the Project implementation. However, during runway closure periods as part of construction, all operations would occur on a single runway. Because the two runways are parallel and closely spaced, temporarily operating on a single runway would not significantly alter flight patterns. The only change in flight patterns during temporary runway closure periods may result from FAA Air Traffic Control (ATC) imposed restrictions on the use of Contra Flow operations during nighttime hours (10:00 PM to 7:00 AM), which would cause temporary increases in noise exposure to the west of ONT during nighttime operations.

a. Project Components

The Project includes the following project components:

i. Runway Improvements

Runway 8R-26L requires rehabilitation and reconstruction after 40 plus years of use. According to the Airport Pavement Management Program, due to the age and the type of distresses, full reconstruction of the keel section and maintenance and rehabilitation projects repairing the large amount of joint seal damage and spalling of the outboard sections are necessary at this time. This Project component will involve the following elements:

- Project Element #1 – Rehabilitate Runway 8R-26L

ii. Taxiway and Other Airfield Improvements

Several taxiways need to be modified to address “Hot Spots” at ONT. A Hot Spot is defined as a location on an airport movement area with a history of potential risk of collision or runway incursion, and where heightened attention by pilots and drivers is necessary. This Project component will involve the following elements:

- Project Element #2 - Modify Existing Connector Taxiway F and Redesignate as Taxiway E

- Project Element #3 - Remove Existing Taxiway F between Runways 8L-26R and 8R-26L and Construct New Exit Taxiway F
- Project Element #4 - Construct Exit Taxiway S5
- Project Element #5 - Reconstruct Existing Exit Taxiway K (South)
- Project Element #6 - Reconstruct Existing Exit Taxiway P to a High-Speed Exit and Redesignate as Taxiway S8
- Project Element #7 - Remove Existing Taxiway P between Runways 8L-26R and 8R-26L
- Project Element #8 - Construct Bypass Taxiway S11
- Project Element #9 - Construct Crossing Taxiway E between Runways 8R-26L and 8L-26R
- Project Element #10 - Construct Bypass Taxiway S3
- Project Element #11 - Construct Crossing Taxiway E between Runway 8L-26R and Taxiway N
- Project Element #12 - Reconstruct Existing Taxiway L as a High-Speed Exit Taxiway
- Project Element #13 - Construct Bypass Taxiway N2
- Project Element #14 - Rehabilitate Taxiway D, Taxiway S1 and Taxiway U Pavement
- Project Element #15 - Construct Fillet Modifications on Taxiway F between Runway 8L-26R and Taxiway N
- Project Element #16 - Construct Fillet Modifications on Taxiway K (North) between Runway 8L-26R and Taxiway N
- Project Element #17 - Rehabilitate/Replace Panels on Taxiway K (Middle) between Runways
- Project Element #18 - Construct Fillet Modifications on Taxiway Q between Runway 8L-26R and Taxiway N
- Project Element #19 - Construct Fillet Modifications on Taxiway Q between Runways
- Project Element #20 - Relocate Hold Bar Position Markings

iii. *Relocation of Objects to Outside of the RSA, ROFA, and TOFA*

Several objects and navigational aids are currently located within the RSA or ROFA and need to be removed from those areas. This Project component will involve the following elements:

- Project Element #21 - Relocate Runway 8R precision approach path indicator (PAPI)
- Project Element #22 - Relocate Perimeter Fence and Remove Objects within the Runway 8L-26R ROFA
- Project Element #23 - Relocate Runway 26L (8R End) Localizer Equipment Building
- Project Element #24 -Modify Existing Vehicle Service Road

iv. *Relocation of South Electrical Vault*

To support the taxiway improvements and future rehabilitation of Runway 8R-26L, the existing south electrical vault would be replaced and relocated to an area between the Airport Traffic Control Tower and the Aircraft Rescue and Firefighting (ARFF) building, in the ARFF Auxiliary Lot. The airfield improvements would result in electrical power requirements that cannot be accommodated with the existing south electrical vault, which is outdated and difficult to maintain. The relocation of the south electrical vault would meet the objective to provide adequate infrastructure to support airfield and navigational power requirements. This Project component will involve the following elements:

- Project Element #25 – Relocate South Electrical Vault

2.3 Project Objectives

The objectives of Project are to make improvements to the ONT airfield via rehabilitation and reconstruction of pavement and relocation and facilities that would:

- Prioritize future maintenance, rehabilitation and/or reconstruction projects for airside pavement in accordance with the 2020 ONT Pavement Management Plan (PMP);
- Meet current FAA standards;
- Improve safety on the airfield;
- Enhance airfield efficiency;

- Provide adequate infrastructure to support airfield and navigational power requirements; and
- Maximize available FAA funding for construction.

3.0 EFFECTS DETERMINED TO BE SIGNIFICANT AND UNAVOIDABLE

Pursuant to CEQA Section 21081, and Guidelines Sections 15091 and 15126.2(b), the following Section sets forth the significant unavoidable effects of the Project, and with respect to each effect, identifies one or more of the required findings, states facts in support of those findings and, as appropriate, refers to the Statement of Overriding Considerations (see Section 10, below).

Pursuant to CEQA Section 21081(a) and Guidelines Section 15091(a)(3) OIAA finds that, for each of the following significant effects, specific economic, legal, social, technological, or other considerations, including provisions of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the Final SEIR. These findings are explained below and are supported by substantial evidence in the record of proceedings.

Based on the analysis contained in the Final SEIR, the following impacts to greenhouse gas emissions and noise have been determined to be significant and unavoidable. Such impacts are overridden by the benefits of Project as set forth in the Statement of Overriding Considerations in Section 10 below.

3.1 GHG Emissions

Significant Effects: Impact 4.3-1 – Construction of the Project would result in total net positive construction related GHG emissions in years 2023, 2024, and 2025. Therefore, the Project would result in a significant, unavoidable temporary impact due to construction related GHG emissions.

Findings: There are no feasible mitigation measures or alternatives that would reduce the identified significant impact to a level below significant or otherwise reduce the impact. Therefore, the impact remains significant and unavoidable.

Facts in Support of Findings: Direct construction related GHG emissions are typically associated with exhaust from heavy-duty equipment, delivery trucks, and construction worker vehicle trips traveling to and from the construction site. These GHG emissions are temporary in nature and generally confined to the construction site and roads used to access the construction site. GHG emissions for the Project were evaluated for the Project’s three-year construction period (2023, 2024, and 2025). Indirect construction related GHG emissions are associated with changes to airfield operations, such as roadway closure periods, which would impact aircraft taxiing times. The Project would reduce aircraft taxiing time in construction years 2023 and 2024 because the closure of runways 8L and 8R will require aircraft to depart from Runways 26L or 26R and this will reduce taxi distance for many operations. The Project would increase 2025 aircraft idling times due to additional taxiing delay associated with background growth in operations.

Implementation of the Project would result in total net positive construction related GHG emissions in years 2023, 2024 and 2025. Therefore, the Project would result in significant, unavoidable temporary impact due to construction related GHG emissions.

There are no feasible mitigation measures or alternatives within the control, authority, and jurisdiction of the OIAA that are available to further reduce the Project's direct construction impacts. As for the Project's other source of GHG emissions – indirect construction emissions from the taxiing of aircraft on the airfield, it is well established that the regulation of aircraft tailpipe emissions is federally preempted and cannot be addressed at the local level. Regulation of such types of emissions is outside the control, authority, and jurisdiction of the OIAA. For these reasons, the Project's construction GHG emissions impact remains significant and unavoidable.

3.2 GHG Emissions (Cumulative)

Significant Effect: The Project's cumulative contribution to GHG emissions would be cumulatively considerable.

Findings: There are no feasible mitigation measures or alternatives within the control, authority, and jurisdiction of the OIAA that can be implemented that would reduce the identified significant impact to a level below significant or otherwise reduce the impact. Regulation of aircraft tailpipe emissions is within the control and jurisdiction of the FAA, is federally preempted, and cannot be addressed at the local level. Therefore, the impact remains significant and unavoidable.

Facts in Support of Findings: GHG impacts are treated exclusively as cumulative impacts as there are no non-cumulative GHG emissions impacts from a climate change perspective. Global climate change is the result of the accumulation of GHGs in the atmosphere, which is cumulative in nature and thus a single project's emissions will be small relative to total global or statewide GHG emissions. Implementation of the Project would result in a temporary, significant and unavoidable impact related to GHG emissions. Therefore, the Project's incremental contribution of GHG emissions is considered to be cumulatively considerable.

3.3 Noise

Significant Effect: Impact 4.5-1 – The Project would result in temporary increases in noise exposure to the west of the Airport during nighttime hours during construction periods in 2023, 2024, and 2025.

Findings: There are no feasible mitigation measures or alternatives within the control, authority, and jurisdiction of the OIAA that can be implemented to reduce the identified Project-related significant noise impacts to a level below significant or otherwise reduce the impact. Any potential mitigation measures or alternatives on this noise impact matter are within the jurisdiction and control of the FAA. Therefore, the impact remains significant and unavoidable.

Facts in Support of Findings: Construction of the Project will occur during years 2023, 2024, and 2025. Runway use and flight patterns would be temporarily impacted during these construction

years due to runway closures. In 2023, Runway 8L-26R will be closed for four months and Runway 8R-26L will be closed for five months. In 2024, Runway 8R-26L will be closed for nine months. In 2025, Runway 8L-26R will be closed for five months. During these runway closure periods, all operations would occur on a single open runway. Due to the two runways being parallel and closely spaced, temporarily operating on a single runway would not significantly alter flight patterns. The only change in flight patterns during temporary runway closure periods in 2023, 2024 and 2025, may result from FAA Air Traffic Control (ATC) imposed restrictions on the use of Contra Flow operations during nighttime hours (10:00 PM to 7:00 AM). Since Contra Flow would not be used by ATC when operating on a single open runway, the Project would result in temporary increases in noise exposure to the west of the Airport during the nighttime hours during these construction periods.

The total acreage within the 65+ CNEL noise contours varies between -0.5 and +2.5% in the Project contours as compared to the Baseline Condition contour. The change in Project noise conditions is attributable to three factors:

- (1) Background growth in passenger activity and aircraft operations that is anticipated at ONT with or without the Project.
- (2) Changes in fleet mix projected in future years that can impact overall noise levels. Generally, operations from older and noisier aircraft are expected to decrease in future years.
- (3) Runway closure periods associated with the Project construction that results in ONT operating on a single-runway for periods of 2023, 2024 and 2025, as compared to the Baseline Conditions where both runways are operational.

The Project would result in temporary increases in noise exposure to the west of the Airport during nighttime hours during these construction periods. This would result in a significant and unavoidable impact on noise levels.

Although there are no feasible mitigation measures that would reduce the Project's noise impacts, ONT would implement other Voluntary Operational Restrictions for noise management during implementation of the Project, including but not limited to: (1) "Touch-and-go" operations by turbojet and turbo-fan aircraft are prohibited without special permissions; (2) Nighttime engine maintenance run-up operations are prohibited. Daytime run-up operations occur at specified locations.; (3) "Intersection departures" are prohibited (i.e., departures not starting at the end of the runway), except from 8L at Taxiway D and from 26R at Taxiway V. Departures must start at the end of runways to allow aircraft to pass higher over residential communities.

Significant Effect: Impact 4.5-3 – The Project would result in significant, unavoidable temporary impacts to people residing or working around the Airport from excessive noise levels.

Findings: There are no feasible mitigation measures or alternatives within the control, authority, and jurisdiction of the OIAA that can be implemented to reduce the identified significant impact

to a level below significant or otherwise reduce the impact. Any potential mitigation measures or alternatives on this noise impact matter are within the jurisdiction and control of the FAA. Therefore, the impact remains significant and unavoidable.

Facts in Support of Findings: During runway closure periods in 2023, 2024 and 2025, all operations would occur on a single runway. During single runway operation, Contra Flow operations would be suspended at nighttime which is typically used as a noise mitigation strategy to minimize noise over residential areas at night. As described above, the Project would temporarily expose additional people to excessive noise during the construction period when compared to Baseline Conditions. Therefore, the Project would result in significant, unavoidable temporary impacts to people residing or working around the Airport from excessive noise levels.

Although there are no feasible mitigation measures that would reduce the Project's noise impacts, ONT would implement other Voluntary Operational Restrictions for noise management during implementation of the Project, including by not limited to: (1) "Touch-and-go" operations by turbojet and turbo-fan aircraft are prohibited without special permissions; (2) Nighttime (10:00 PM and 7:00 AM) engine maintenance run-up operations are prohibited. Daytime run-up operations occur at specified locations.; (3) "Intersection departures" are prohibited (i.e., departures not starting at the end of the runway), except from 8L at Taxiway D and from 26R at Taxiway V. Departures must start at the end of runways to allow aircraft to pass higher over residential communities.

3.4 Noise (Cumulative)

Significant Effect: The Project would result in temporary and permanent increases in noise exposure surrounding ONT and therefore would create a cumulatively considerable significant impact on noise levels.

Findings: There are no feasible mitigation measures or alternatives within the control, authority, and jurisdiction of the OIAA that can be implemented to reduce the identified significant impact to a level below significant or otherwise reduce the impact. Any potential mitigation measures or alternatives on this noise impact matter are within the jurisdiction and control of the FAA. Therefore, the impact remains significant and unavoidable.

Facts in Support of Findings: One cumulative project, the South Airport Cargo Center (SACC) project, has the potential to further increase operational noise levels at ONT in combination with the Project. The SACC is proposed for construction in 2022-2024, with associated cargo operations scheduled to begin in late 2024.

The total acreage within the 65+ CNEL noise contours is 6% to 20% greater in the 2024 and 2025 Project – Cumulative contours as compared to the Baseline Condition contour. The change in Project - Cumulative Impact noise conditions compared to the Baseline Conditions is attributable to the following factors: (1) Background growth in passenger activity and aircraft operations anticipated at ONT with or without the Project; (2) Changes in fleet mix projected in future years;

(3) Runway closure periods associated with the Project construction. In addition, the increase in 65+CNEL contour area in 2024 is attributable to 4,576 additional cargo operations due to the SACC project and the increase in 65+ CNEL contour area in 2025 is attributable to 13,728 additional cargo operations due to the SACC project.

The cumulative impact scenario for the Project would result in temporary (during construction) and permanent (due to background growth and SACC operations compared to baseline conditions) increases in noise exposure surrounding ONT and would therefore be a cumulatively considerable significant impact on noise levels.

4.0 POTENTIALLY SIGNIFICANT EFFECTS THAT CAN BE MITIGATED TO BELOW A LEVEL OF SIGNIFICANCE

The following section sets forth the potentially significant environmental effects of the Project, determined to be mitigated to below a level of significance, and identifies one or more of the required findings that states facts in support of those findings with respect to each effect.

4.1 Biological Resources

Less than Significant Effects with Mitigation on the Burrowing Owl and the Delhi-Sands Flower Loving Fly: The Project would have a less than significant impact with mitigation on sensitive animal species.

Findings: Changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid the significant effects on the environment.

Facts in Support of Findings: A general biological survey and habitat assessment were conducted for the Project to map existing vegetation communities and to determine habitat suitability for sensitive plant and animal species. Sensitive wildlife species are those listed or candidate listed as federally threatened or endangered by the U.S. Fish and Wildlife Service (USFWS); and/or state listed or candidate listed as threatened or endangered or considered a Species of Special Concern by the California Department of Fish and Wildlife.

The Project is located outside any USFWS-designated critical habitat. However, sixteen sensitive animal species were recorded within the vicinity of the Project. Fourteen of those species were determined to have no potential to occur due to lack of suitable habitat and/or these areas are located outside of the species' known geographical range.

One species, the Burrowing Owl (BUOW), is considered present based on positive focused non-breeding season surveys. Subject to the USFWS Permit, to prevent direct and indirect impacts to the burrowing owl, Mitigation Measure BIO-1 will be implemented as part of the project.

Another species, the Western Mastiff Bat, was determined to have a low potential to occur on the study area based on the presence of low-quality habitat, and lack of recent observations within the project vicinity. The western mastiff bat is a state species of special concern. The Project area lacks

suitable rock slabs and cliff faces for this species to roost, although open areas within the Project area may potentially provide suitable foraging habitat. Since the Project area supports limited habitat for this species, the Project would not result in a significant impact to this species as suitable foraging habitat is located to the east and south of the area.

Finally, a third species, the Delhi Sands Flower-loving Fly (DSFLF), was determined to have a moderate potential to occur within the study area based on a habitat assessment conducted in December 2021. To prevent direct and indirect impacts to Delhi Sands Flower-loving Fly, Mitigation Measure BIO-3 will be implemented as part of the project.

Mitigation Measures: BIO-1 and BIO-3:

BIO-1 Burrowing Owl: Prior to commencement of construction activities (i.e., demolition, earthwork, clearing, and grubbing), focused surveys, as defined by the Staff Report on Burrowing Owl Mitigation (CDFG 2012) will be conducted by a qualified biologist across all suitable breeding, wintering, and foraging habitat within the project and appropriate buffer. Take avoidance surveys will also be conducted within 14 days and repeated 24 hours prior to construction activities to determine presence of burrowing owl.

If a burrowing owl is observed during focused surveys and/or take avoidance surveys, CDFW will be immediately informed of its location and status. The project will avoid all impacts to burrowing owls onsite. If this is not feasible, a Burrowing Owl Protection Plan (plan) will be prepared by a qualified biologist, which must be approved by CDFW prior to initiating the project. The plan will include conserving all nesting, occupied and satellite burrows and/or burrowing owl habitat such that the habitat acreage, number of burrows and burrowing owls impacted are maintained and/or replaced. Further coordination with CDFW will occur to mitigate for the loss of habitat through the acquisition conservation, and management of in-kind habitat. Lands conserved will include 1) sufficiently large acreage with fossorial mammals present; 2) permanent protection through a conservation easement for the purpose of conserving burrowing owl habitat and prohibiting activities incompatible with burrowing owl use; 3) development and implementation of a mitigation land management plan to address long-term ecological sustainability and maintenance of the site for burrowing owls; and 4) funding for the maintenance and management of mitigation land through the establishment of a long-term funding mechanism such as an endowment (CDFW, 2012).

OIAA will develop and maintain an interactive mapping and current inventory of burrowing owl occurrences within the active airport and adjacent airport owned parcels, along with an adequate buffer to provide analysis that burrowing owl distribution and cumulative impacts are not significantly impacted by past and present activities. Further, OIAA shall ensure adequate land is available and

conserved **before** owls are relocated, and provide compensation for loss of all aspects of habitat types used (e.g., foraging, wintering, migratory stopovers, and breeding).

BIO-3 Delhi Sands Flower-loving Fly: Focused surveys shall be conducted for DSFLF pursuant to current USFWS protocols by a qualified biologist with a DSFLF USFWS recovery permit. If the surveys are negative, no further assessments, focused surveys, or mitigation shall be required construction activities shall be allowed to proceed without any further requirements.

If focused surveys are positive, mitigation measures would be required and would be subject to review and approval by USFWS either through Section 7 of the ESA (if there is a federal action) or under Section 10(A)(1)(B) of the ESA (in the absence of a federal action). Measures may include, but are not necessarily limited to, the following:

- Avoidance of construction activities within DSFLF occupied habitat during the adult flight season, which occurs between July 1 and September 20.
- Installation of construction and post-construction fencing and signage around any avoided occupied habitat.
- Attendance of project personnel to a training program presented by a qualified biologist prior to construction activities.
- Monitoring by a qualified biologist during construction.
- Dust control adjacent to any avoided areas during construction.
- Mitigation for permanent loss of occupied DSFLF habitat.

Less than Significant Effects with Mitigation on Migratory Bird Species: The Project would have a less than significant impact with mitigation on migratory bird species.

Findings: Changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid the significant effects on the environment.

Facts in Support of Findings: The Project area has the potential to support songbird and raptor nests due to the presence of vegetation and trees in the study area. Project activities could disturb or destroy active migratory bird nests including eggs and young. Except as allowed under the USFWS Permit discussed above, disturbance to or destruction of migratory bird eggs, young, or adults is in violation of the Migratory Bird Treaty Act (MBTA) and is considered a potentially significant impact. The nesting season is generally defined as February 15 through August 31 for songbirds and January 15 to August 31 for raptors. Implementation of mitigation measure BIO-2 would ensure the Project complies with MBTA regulations.

Mitigation Measure: BIO-2:

BIO-2 Nesting Birds: To the extent possible, construction activities (i.e., earthwork, vegetation clearing, and grubbing) will occur outside of the peak nesting season, or February 15 through August 31 for songbirds and January 15 to August 31 for raptors. During the duration of the Project:

- Nesting bird surveys will be conducted by the qualified biologist no more than three days prior to any Project activities. The survey(s) will occur at the appropriate time of day/night, during appropriate weather conditions. Surveys will encompass all suitable areas, including trees, shrubs, bare ground, burrows, cavities, and structures. Survey duration will take into consideration the acreage of the Project impacts; density, and complexity of the habitat; number of survey participants; survey techniques employed; and will be sufficient to ensure the data collected is complete and accurate. Pre-construction surveys will focus on both direct and indirect evidence of nesting, including nest locations and nesting behavior (i.e., copulation, carrying of food or nest materials, nest building, removal of fecal sacks, flushing suddenly from atypically close range, agitation, aggressive interactions, feigning injury or distraction displays, or other behaviors). If a nest is suspected, but not confirmed, the qualified biologist will establish a disturbance-free buffer until additional surveys can be completed, or until the location can be inferred based on observations. The qualified biologist will not risk failure of the nest to determine the exact location or status and will make every effort to limit the nest to potential predation as a result of the survey/monitoring efforts (i.e., limit number of surveyors, limit time spent at/near the nest, scan the site for potential nest predators before approaching, immediately depart nest area if indicators of stress or agitation are displayed). If a nest is observed, but thought to be inactive, the qualified biologist will monitor the nest for 1 hour (4 hours for raptors during the non-breeding season) prior to approaching the nest to determine status. The qualified biologist will use their best professional judgement regarding the monitoring period and whether approaching the nest is appropriate.
- If active nests are located within the Project or buffer, the qualified biologist will immediately establish a conservative buffer surrounding the nest based on their best professional judgement and experience. The buffer will be delineated to ensure that its location is known by all persons working within the vicinity but will not be marked in such a manner that it attracts predators.
- Once the buffer is established, the qualified biologist will document baseline behavior, stage of reproduction, and existing site conditions, including vertical and horizontal distances from proposed work areas, visual or acoustic barriers, and existing level of disturbance. Following

documentation of baseline conditions, the qualified biologist may choose to make adjustments to the buffer based on site characteristics, stage of reproduction, and types of Project activities proposed at/near that location. The qualified biologist will monitor the nest at the onset of Project activities, and at the onset of any changes in Project activities (i.e., increase in number or type of equipment, change in equipment usage, etc.) to determine the efficacy of the buffer. If the qualified biologist determines that Project activities may be causing an adverse reaction, the qualified biologist will adjust the buffer accordingly.

- The qualified biologist will be onsite daily to monitor all existing nests, the efficacy of established buffers, and to document any new nesting occurrences. The qualified biologist will document the status of all existing nests, including the stage of reproduction and the expected fledge date. If a nest is suspected to have been abandoned or failed, the qualified biologist will monitor the nest for a minimum of 1 hour (4 hours for raptors), uninterrupted, during favorable field conditions. If no activity is observed during that time, the qualified biologist may approach the nest to assess the status. Permittee, under the direction of the qualified biologist, may also take steps to discourage nesting on the Project site, including moving equipment and materials daily, covering material with tarps or fabric, and securing all open pipes and construction materials. The qualified biologist will ensure that none of the materials used pose an entanglement risk to birds or other species.

4.2 Biological Resources (Cumulative)

Less than Significant Effects with Mitigation on the Burrowing Owl: The Project's cumulative impacts to biological resources would be less than significant with mitigation on the burrowing owl.

Findings: Changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid the significant effects on the environment.

Facts in Support of Findings: The Project would result in a less than significant impact with mitigation incorporated to sensitive animal species and migratory species. Development projects on- and off-airport property involving ground-disturbing activities to sensitive habitat and species would not occur within the Project area, and thus when combined with the Project, cumulative impacts would remain less than significant impact with mitigation incorporated. OIAA would continue to implement its active and aggressive wildlife management program, and the applicable mitigation measures BIO-1 (Burrowing Owl), BIO-2 (Delhi Sands Flower-loving Fly), and BIO-3 (Nesting Birds) would be implemented as part of the Project to minimize or avoid impacts to biological resources. Notwithstanding, the OIAA adopts the portion of Mitigation Measure BIO-1 regarding potential cumulative impacts to the BUOW below.

Mitigation Measures: BIO-1 (cumulative impact portion):

BIO-1 Burrowing Owl: OIAA will develop and maintain an interactive mapping and current inventory of burrowing owl occurrences within the active airport and adjacent airport owned parcels, along with an adequate buffer to provide analysis that burrowing owl distribution and cumulative impacts are not significantly impacted by past and present activities. Further, OIAA shall ensure adequate land is available and conserved **before** owls are relocated, and provide compensation for loss of all aspects of habitat types used (e.g., foraging, wintering, migratory stopovers, and breeding).

4.3 Hydrology and Water Quality¹

Less than Significant Effects with Mitigation: The Project’s impacts to hydrology and water quality would be less than significant with mitigation.

Findings: Changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid the significant effects on the environment.

Facts in Support of Findings: Compliance with City rules and regulations and implementation of a project-specific Construction Stormwater Pollution Prevention Plan will reduce any impacts to water quality standards to below a level of significance. The Project is not likely to affect groundwater recharge, erosion, siltation or be affected by seiche, tsunami, or mudflow.

Construction of the Project could result in potential short-term impacts to surface water quality. However, to ensure the Project does not result in any risk of downstream flooding, stormwater drainage systems, or obstruct implementation of a water quality control plan or sustainable groundwater management plan, the Project would implement mitigation measures HYD-1 through HYD-6.

Mitigation Measures: HYD-1 through HYD-6:

- HYD-1** General Stormwater Construction Permit compliance.
- HYD-2** Municipal Storm Drain Permit (MS4) compliance.
- HYD-3** Source control and treatment control BMPs shall be implemented to minimize the potential contaminants that are generated during and after construction. Source control BMPs and Treatment control BMPs will

¹ The Initial Study (IS) for the Project was publicly circulated first on June 17, 2021, together with the Notice of Preparation for the Project, and then was publicly circulated again on April, 25, 2022, as Appendix A to the Draft SEIR for the Project. Section 4.0 of the IS, Evaluation of Environmental Impacts, together with Appendix D (*Water Resources*) to the IS, discussed, analyzed, and studied potential Project impacts to Hydrology and Water Quality. Page 38 of the IS included standard construction best management practices and compliance with existing regulatory requirements, which are designed to prevent potential impacts from construction work, that were identified as “mitigation measures.” Accordingly, the measures identified as MM HYD-1 to MM HYD-6 in the IS are included in this section of the CEQA Findings and in the MMRP for the Final SEIR.

- follow the ONT Storm Water Pollution Prevention Plan (SWPPP) and standard construction BMPs.
- HYD-4** A project-specific Construction SWPPP would address construction-related surface water quality impacts and delineate water quality control measures to address those impacts.
- HYD-5** BMPs would include those outlined in FAA AC 150/5371-10, Standards for Specifying Construction of Airports, Item P-156, Temporary Air and Water pollution, Soil Erosion and Siltation Control.
- HYD-6** Employees shall strictly limit their activities, vehicles, equipment, and construction material to the proposed project footprint, staging areas, and designated routes of travel.

4.4 Tribal Cultural Resources

Less than Significant Effects with Mitigation: There is a potential for the Project to impact buried prehistoric archaeological and tribal cultural resources if such resources are found during construction. With mitigation, this potential impact would be less than significant.

Findings: Changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid the significant effects on the environment.

Facts in Support of Findings: No tribal cultural resources were identified within the Project area. However, during AB 52 consultation with the Kizh Nation, the Nation advised that they have knowledge of some isolated resources, including prehistoric isolates and fire hearths associated with habitation, within the Airport property. As such, there is potential for the Project to impact buried prehistoric archaeological and tribal cultural resources if found during construction. Mitigation measures intended to reduce the impact to potential tribal cultural resources were agreed upon by Kizh Nation and OIAA. Specifically, Mitigation measures TCR-1, TCR-2, and TCR-3 are proposed to reduce the potential for significant impacts to tribal cultural resources. With implementation of the mitigation measures identified below, the Project would result in a less than significant impact to tribal cultural resources.

Mitigation Measures: TCR-1, TCR-2, and TCR-3.

TCR-1 Retain a Native American Monitor Prior to Commencement of Ground-Disturbing Activities:

A. The project applicant/lead agency shall retain a Native American Monitor from or approved by the Gabrieleño Band of Mission Indians – Kizh Nation. The monitor shall be retained prior to the commencement of any “ground-disturbing activity” for the subject project at all project locations (i.e., both onsite and any off-site locations that are included in the project description/definition and/or required in connection with the project, such as public improvement work). “Ground-disturbing activity” shall include, but is not limited to, demolition, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching.

B. A copy of the executed monitoring agreement shall be submitted to the lead agency prior to the commencement of any ground-disturbing activity, or the issuance of any permit necessary to commence a ground-disturbing activity.

C. The monitor will complete daily monitoring logs that will provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of ground-disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Tribe. Monitor logs will identify and describe any discovered TCRs, including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc., (collectively, tribal cultural resources, or “TCR”), as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs will be provided to the project applicant/lead agency upon written request to the Tribe.

D. On-site tribal monitoring shall conclude upon the latter of the following (1) written confirmation to the Kizh from a designated point of contact for the project applicant/lead agency that all ground-disturbing activities and phases that may involve ground-disturbing activities on the project site or in connection with the project are complete; or (2) a determination and written notification by the Kizh to the project applicant/lead agency that no future, planned construction activity and/or development/construction phase at the project site possesses the potential to impact Kizh TCRs.

E. Upon discovery of any TCRs, all construction activities in the immediate vicinity of the discovery shall cease (i.e., not less than the surrounding 50 feet) and shall not resume until the discovered TCR has been fully assessed by the Kizh monitor and/or Kizh archaeologist. The Kizh will recover and retain all discovered TCRs in the form and/or manner the Tribe deems appropriate, in the Tribe’s sole discretion, and for any purpose the Tribe deems appropriate, including for educational, cultural and/or historic purposes.

TCR-2 Unanticipated Discovery of Human Remains and Associated Funerary Objects:

A. Native American human remains are defined in PRC 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in Public Resources Code Section 5097.98, are also to be treated according to this statute.

B. If Native American human remains and/or grave goods discovered or recognized on the project site, then all construction activities shall immediately cease. Health and Safety Code Section 7050.5 dictates that any discoveries of human skeletal material shall be immediately reported to the County Coroner and all ground-disturbing activities shall immediately halt and shall remain halted until the coroner has determined the nature of the remains. If the coroner recognizes the human remains to be those of a Native American or has reason to believe they are Native American, he or she shall contact, by telephone within

24 hours, the Native American Heritage Commission, and Public Resources Code Section 5097.98 shall be followed.

C. Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2).

D. Construction activities may resume in other parts of the project site at a minimum of 200 feet away from discovered human remains and/or burial goods, if the Kizh determines in its sole discretion that resuming construction activities at that distance is acceptable and provides the project manager express consent of that determination (along with any other mitigation measures the Kizh monitor and/or archaeologist deems necessary). (CEQA Guidelines Section 15064.5(f).)

E. Preservation in place (i.e., avoidance) is the preferred manner of treatment for discovered human remains and/or burial goods, if feasible. Any historic archaeological material that is not Native American in origin (non-TCR) shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, it shall be offered to a local school or historical society in the area for educational purposes.

F. Any discovery of human remains/burial goods shall be kept confidential to prevent further disturbance.

TCR-3 Procedures for Burials and Funerary Remains:

A. As the Most Likely Descendant (MLD), the Koo-nas-gna Burial Policy shall be implemented. To the Tribe, the term “human remains” encompasses more than human bones. In ancient as well as historic times, Tribal Traditions included, but were not limited to, the preparation of the soil for burial, the burial of funerary objects with the deceased, and the ceremonial burning of human remains.

B. If the discovery of human remains includes four or more burials, the discovery location shall be treated as a cemetery and a separate treatment plan shall be created.

C. The prepared soil and cremation soils are to be treated in the same manner as bone fragments that remain intact. Associated funerary objects are objects that, as part of the death rite or ceremony of a culture, are reasonably believed to have been placed with individual human remains either at the time of death or later; other items made exclusively for burial purposes or to contain human remains can also be considered as associated funerary objects. Cremations will either be removed in bulk or by means as necessary to ensure complete recovery of all sacred materials.

D. In the case where discovered human remains cannot be fully documented and recovered on the same day, the remains will be covered with muslin cloth and a steel plate that can

be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard should be posted outside of working hours. The Tribe will make every effort to recommend diverting the project and keeping the remains in situ and protected. If the project cannot be diverted, it may be determined that burials will be removed.

E. In the event preservation in place is not possible despite good faith efforts by the project applicant/developer and/or landowner, before ground-disturbing activities may resume on the project site, the landowner shall arrange a designated site location within the footprint of the project for the respectful reburial of the human remains and/or ceremonial objects.

F. Each occurrence of human remains and associated funerary objects will be stored using opaque cloth bags. All human remains, funerary objects, sacred objects and objects of cultural patrimony will be removed to a secure container on site if possible. These items should be retained and reburied within six months of recovery. The site of reburial/repatriation shall be on the project site but at a location agreed upon between the Tribe and the landowner at a site to be protected in perpetuity. There shall be no publicity regarding any cultural materials recovered.

G. The Tribe will work closely with the project's qualified archaeologist to ensure that the excavation is treated carefully, ethically and respectfully. If data recovery is approved by the Tribe, documentation shall be prepared and shall include (at a minimum) detailed descriptive notes and sketches. All data recovery data recovery-related forms of documentation shall be approved in advance by the Tribe. If any data recovery is performed, once complete, a final report shall be submitted to the Tribe and the NAHC. The Tribe does NOT authorize any scientific study or the utilization of any invasive and/or destructive diagnostics on human remains

5.0 EFFECTS DETERMINED TO BE NOT SIGNIFICANT OR LESS THAN SIGNIFICANT

OIAA finds that, based upon substantial evidence in the record, the following impacts associated with the Project, and other effects identified as less than significant in the Final SEIR, are less than significant and no mitigation is required pursuant to CEQA Section 21081(a) and CEQA Guidelines Section 15091(a).

5.1 Air Quality

Less than Significant Effects: Impact 4.1-1 – The Project would not conflict with or obstruct implementation of the South Coast Air Quality Management District (SCAQMD) Air Quality Management Plan (AQMP) or applicable portions of a State Implementation Plan (SIP). As such, this would be a less than significant impact and no mitigation is required.

Facts in Support of Findings: Construction of the Project would result in emissions associated with construction activities as well as emissions associated with temporary changes in aircraft

taxiing times from proposed runway closures. The total construction emissions do not exceed National Ambient Air Quality Standards (NAAQS) or SCAQMD thresholds of significance in any construction year and therefore would not conflict with implementation of the SCAQMD AQMP or applicable SIPs. After construction of the Project, there would be no impact to operational emissions at ONT.

Less than Significant Effects: Impact 4.1-2 – The Project would have a less than significant impact from construction-related criteria pollutant emissions and would not violate any air quality standard because the Project’s total construction emissions would be below all NAAQS and SCAQMD thresholds. Because the impact would be less than significant, no mitigation is required.

Facts in Support of Findings: Construction of the Project would result in emissions associated with construction activities as well as emissions associated with temporary changes in aircraft taxiing times from proposed runway closures. Emissions of CO, NO_x, VOC, SO_x, PM_{2.5}, and PM₁₀ were evaluated for the Project’s three-year construction period, 2023, 2024, and 2025. In addition, to determine the impact the temporary changes in aircraft taxiing times would have on air emissions, the air emissions from aircraft taxiing activities were modeled using the FAA’s Aviation Environmental Design Tool. Aircraft emission inventories were prepared for CO, NO_x, VOC, SO_x, PM_{2.5}, and PM₁₀. The total construction emissions do not exceed NAAQS or SCAQMD thresholds of significance in any construction year. After construction of the Project, there would be no impact to operational emissions at ONT.

Less than Significant Effects: Impact 4.1-4 – Implementation of the Project would not expose sensitive receptors to substantial pollutant concentrations. As such, the Project would have a less than significant impact and no mitigation is required.

Facts in Support of Findings: The Project site is located entirely within Airport property. There are no sensitive receptors including, but not limited to, homes, schools, hospitals, resident care facilities, or day-care centers, located within the Project site. The closest sensitive receptors are residential homes located along E. Airport Drive and S. Grove Avenue. The closest sensitive receptors to the construction pavement area (proposed Taxiway N2) are residential homes located approximately 2,400 feet north off of E. Nocta Street. When taking into consideration the totality of the Project’s construction-related effects (emission increases from construction equipment and emission decreases from aircraft taxiing), the total construction emissions remain below the applicable NAAQS and SCAQMD thresholds for all pollutants/precursors and years. In addition, the Project would not bring aircraft taxiing operations any closer to sensitive receptors, including but not limited to homes, schools, hospitals, resident care facilities, or day-care centers than Baseline Conditions. Therefore, the Project would not expose sensitive receptors to substantial pollutant concentrations and would have a less than significant impact.

Less than Significant Effects: Impact 4.1-5 – Implementation of the Project would not result in objectionable odors adversely affecting a substantial number of people. Therefore, the Project would result in a less than significant impact and no mitigation is necessary.

Facts in Support of Findings: Exhaust from the use of diesel equipment during construction would generate odors within the Project area. However, the closest sensitive receptors to the Project area are residential homes located along E. Airport Drive and S. Grove Avenue. The closest sensitive receptors to the construction pavement area (proposed Taxiway N2) are residential homes located approximately 2,400 feet north off of E. Nocta Street. Dispersion of construction odors is variable based on wind direction and speed, but would not affect a substantial number of people given the distance from sensitive receptors. Therefore, construction of the Project would not result in objectionable odors adversely affecting a substantial number of people and impacts would be less than significant.

Temporary changes in aircraft taxiing times due to proposed runway closures also would not notably change existing odors at or in the vicinity of the Airport. While total aircraft activity is projected to increase at ONT over the course of implementation of the Project (in 2023, 2024 and 2025), the increase in aircraft activity would occur regardless of the Project. Therefore, aircraft taxiing operations during implementation of the Project would not result in objectionable odors adversely affecting a substantial number of people and impacts would be less than significant.

5.2 Air Quality (Cumulative)

Less Than Significant Effects: The Project's cumulative contribution to air quality would not be cumulatively considerable.

Facts in Support of Findings: Total construction emissions for the Project would not exceed NAAQS or SCAQMD thresholds and the Project would not impact aircraft operational emissions beyond the construction period. As a result, under the SCAQMD significance thresholds, the contribution of the Project to air quality would not be considered to be cumulatively significant.

5.3 Biological Resources

No Effects: The Project is not expected to impact any rare plant species.

Facts in Support of Findings: No rare plant species were performed because no rare plant species have a potential to occur in the study area. Additionally, none have been previously documented within the study area based on California Natural Diversity Database and California Native Plant Society database review. Due to the high-level of disturbance within the study area, habitat suitable to support rare plant species was not present and none were observed during a recent survey conducted on January 12, 2021. Therefore, the Project is not expected to impact any rare plant species.

No Effects: The Project will not impact sensitive vegetation communities.

Facts in Support of Findings: The study area supports developed, disturbed, and ornamental habitat. None of these vegetation communities or habitats are considered sensitive by the California Department of Fish & Wildlife. Impacts to these communities are not considered sensitive and do not require mitigation. In addition, the Project would not result in any impacts to

Cucamonga Creek Channel, Deer Creek Channel, or West Cucamonga Creek Channel. Therefore, no impacts to sensitive communities will occur as a result of the Project.

No Effects: The Project will not impact any regional wildlife movement corridors; therefore, no mitigation is required.

Facts in Support of Findings: The Project area is not part of a regional corridor and does not serve as a nursery site. The Project area is not identified as being part of a local or regional corridor or linkage by the South Coast Missing Linkages. The Project area currently has no direct connectivity to two or more large blocks of habitat and is constrained by existing development. The Project area does not support native vegetation and provides very limited habitat for local wildlife and migratory birds passing through the study area. Some reptiles and small mammals may occasionally access the Project area. Birds may fly over existing development to access the Project area for foraging and/or nesting. Therefore, the Project area may provide very limited habitat for local wildlife but does not serve as a regional wildlife corridor. Although implementation of the Project may result in some temporary disturbance to local wildlife movement on site no regional movement corridors would be impacted.

No Effects: The Project will not impact any local policies or ordinance, therefore no mitigation is required.

Facts in Support of Findings: The Initial Study determined the Project would not conflict with any local policies or ordinances. Thus, the Project will have no impacts on local policies or ordinances.

No Effects: The Project would not conflict with any adopted habitat conservation plans.

Facts in Support of Findings: The study area is not located within any adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. The study area is located within the proposed Upper Santa Ana River Habitat Conservation Plan (SAR HCP), which was released for public review in May 2021, the review period ended in July 2021 and has not been approved as of the preparation of the SEIR. Therefore, development of the Project does not conflict with any adopted habitat conservation plans.

Should the Upper SAR HCP be approved, future development within the Project study area would be required to comply with the plan implemented at the time of their entitlement, pursuant to Countywide Plan Policy NR-5.7. The Project would comply with state and federal regulations regarding protected species of animals and vegetation through the development review, entitlement, and environmental clearance processes. Implementation of Policy NR-5.7 would include compliance with Habitat Conservation Plans and/or Natural Community Conservation Plan. Therefore, impacts would be less than significant.

5.4 GHG Emissions

Less than Significant Effect: Impact 4.3-2 – The Project would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHG. Therefore, it would be a less than significant impact.

Facts in Support of Findings: Several local plans address GHGs and measures to reduce GHG emissions: (1) the 2014 City of Ontario Community Climate Action Plan (CAP); (2) the 2016 SCAQMD AQMP; (3) the 2019 ONT; and (4) the 2021 San Bernardino County Regional Greenhouse Gas Reduction Plan.

The Project results in significant, unavoidable temporary impacts to GHG emissions during the construction period, based on its incremental increase in GHG emissions. However, there are no specific GHG policies mandated in the above referenced plans, as it relates to construction at ONT. Further, it is noted that construction equipment and aircraft would comply with applicable fuel efficiency and emission standards.

Based on the absence of specific construction-related policies for the reduction of GHG emissions in the referenced plans, and compliance with other existing standards for construction equipment and aircraft, the Project itself would not conflict with any applicable local plans, policies or regulations related to the reduction of GHG emissions.

5.5 Cultural Resources

Less than Significant Effects: The Project is not anticipated to result in any impacts to cultural resources and, accordingly, no mitigation is proposed.

Facts in Support of Findings: A records search at the South Central Coastal Information Center (SCCIC) was conducted for the Project and surrounding 0.5-mile area to identify whether any cultural resources have been documented in the area. The SCCIC record search did not identify any cultural resources within the Project area. In addition, a pedestrian survey of the Project area was conducted with a representative from the Gabrieleño Tongva Indians. No cultural resources were identified during the pedestrian survey. Finally, a Sacred Lands File search was conducted through the Native American Heritage Commission (NAHC), which indicated that no known sacred lands of Native American Cultural Resources are within the Project area. Thus, no impacts to Cultural Resources are anticipated to occur from the Project.

5.6 Cultural Resources (Cumulative)

Less than Significant Effects: The Project would not result in cumulative impacts related to cultural resources.

Facts in Support of Findings: There are no anticipated impacts to cultural resources as a result of the Project and no mitigation is proposed. Therefore, when combined with other project

construction anticipated to occur during the same time period, there would be no cumulative impacts related to cultural resources.

5.7 Noise

Less than Significant Effects: Impact 4.5-2 – The Project would result in a less than significant impact from groundborne vibration and noise levels during Project construction.

Facts in Support of Findings: Construction of the Project may result in substantial vibration impacts. However, the Project area is located within the active airfield and adjacent airport property. The properties immediately surrounding ONT are zoned industrial or commercial. The closest sensitive receptors are residential homes located along E. Airport Drive and S. Grove Avenue, approximately 700 feet north and 400 feet west of the contractor staging area, respectively. It should be noted that these residential homes are eligible for acquisition under ONT's Quiet Home Program. The closest sensitive receptors to construction pavement area (proposed Taxiway N2) are residential homes located approximately 2,400 feet north, off of E. Nocta Street.

Between the Project site and the residential receivers off of E. Nocta Street, there are two major roadways, industrial and commercial facilities, and a tow yard. Due to distance, the existing noise environment, and obstructions between noise sources and the residential receptors, construction noise levels would not be discernable over the existing ambient noise environment. Therefore, the Project would result in a less than significant impact from groundborne vibration and noise levels.

5.8 Transportation and Traffic

Less than Significant Effects: The Project would have a less than significant effect on transportation and traffic. No mitigation is proposed as there are no anticipated impacts to transportation or traffic as a result of the Project.

Facts in Support of Findings: The Project is a rehabilitation, repair, replacement, and safety improvement project that does not add or increase capacity at ONT and would therefore not increase vehicle miles traveled. Any temporary surface traffic changes associated with construction of the Project would be minor and reduced, if necessary, by a required construction traffic plan.

5.9 Transportation and Traffic (Cumulative)

Less than Significant Effects: The Project would not result in a cumulative impact to transportation/traffic.

Facts in Support of Findings: The Project is a rehabilitation, repair, replacement, and safety improvement project that does not add or increase capacity at ONT and would therefore not increase VMT. The OIAA works with the Southern California Association of Government (SCAG) to provide updated project lists regularly for airport ground access projects and proposed

improvements to the roadway network in the vicinity of the Airport are included in SCAG's Transportation System Project List. Given the Airport's participation in SCAG's transportation planning for the region and the fact that the Project would not affect either aviation activity or influence airport capacity, the Project would not cumulatively affect transportation/traffic.

5.10 Health Risk Assessment

Less than Significant Effect: Impact 4.8-1 – The Project would have a less than significant effect on cancer risk.

Facts in Support of Findings: The maximally exposed individual resident (MEIR) cancer risk caused by the Project would be 3 in 1 million. In addition, the maximally exposed individual worker (MEIW) cancer risk caused by the Project would be 0.4 in 1 million. The Project's potential cancer risks are less than the SCAQMD threshold of an increased risk equal or greater than 10 in 1 million for the maximally exposed individual.

The estimated incremental excess cancer risks to sensitive receptors due to exposure to the Project's Toxic Air Contaminants (TACs) emissions also would not exceed the SCAQMD threshold of 1 for any sensitive receptor during implementation of the Project.

Less than Significant Effect: Impact 4.8-2 – The Project would have a less than significant effect on chronic and acute health risk.

Facts in Support of Findings: The MEIR chronic health risk caused by the Project would be 0.11 and the MEIR acute health risk caused by the Project would be 0.45. The MEIW chronic health index caused by the Project would be 0.18 and the MEIW acute health index caused by the Project would be 0.54. Thus, the Project's potential chronic and acute health risks are less than the SCAQMD threshold of a health index equal or greater than 1 for the maximally exposed individual.

The estimated incremental non-cancer chronic and acute health index due to exposure to the Project's TAC emissions for discrete sensitive receptors also would not exceed SCAQMD's threshold of 1 for any sensitive receptor.

Less than Significant Effect: Impact 4.8-3 – The Project would not impact cancer burden.

Facts in Support of Findings: The cancer burden is the estimated increase in the occurrence of cancer cases from a source or facility over a 70-year exposure duration. The Project would involve short-term and temporary airport runway rehabilitation and associated improvement activities, anticipated to last a maximum duration of three years. Once implementation of the Project is complete, the Project would not result in any long-term changes in emissions at ONT. Therefore, an analysis of cancer burden is not applicable to the Project.

5.11 Health Risk Assessment (Cumulative)

Less than Significant Effect: The Project would not result in a cumulatively considerable health risk impact.

Facts in Support of Findings: The SCAQMD significance thresholds consider that, if a project's emissions do not result in incremental health risks exceeding the thresholds, then the project's cumulative health risk impact would be less than cumulatively considerable. Based on SCAQMD's approach, the Project's less-than-significant health risk impacts and related factors, the Project would not result in a cumulatively considerable health risk impact.

5.12 Tribal Cultural Resources (Cumulative)

Less than Significant Effect: The Project would not result in a cumulative impact to tribal cultural resources.

Facts in Support of Findings: No tribal cultural resources have been identified within the Project area, although there is potential for the Project to impact buried prehistoric archaeological and tribal cultural resources if found during construction. Other projects reviewed on- and off-airport property involving ground-disturbing activities would not occur within the Project area, and thus when combined with the Project, cumulative impacts would not be anticipated related to Tribal Cultural Resources.

5.13 Issues Deemed No Impact or Less than Significant Impact in the Initial Study/Notice of Preparation

In accordance with section 15063 of the CEQA Guidelines, OIAA prepared an Initial Study/Environmental Checklist for the Project and distributed it along with the Notice of Preparation (NOP) for the Draft SEIR to responsible and interested agencies, and key interest groups. In preparing the Initial Study/Notice of Preparation (IS/NOP), which is Appendix A to the Draft SEIR, OIAA determined the following issues not to be significant; and, in accordance with section 15128 of the Guidelines, they did not receive further evaluation in the Draft SEIR:

- **Aesthetics:** The Project would be located entirely on Airport property. The Project improvements and relocated facilities would be entirely consistent with the aesthetics of the existing Airport and therefore would not result in any visual impacts and would be consistent with applicable zoning and other regulations governing scenic quality. The Project is not located within or adjacent to a State-designated highway; therefore, the Project would have no impact to a state scenic highway. Any necessary construction lighting needed for nighttime work would be properly shielded so as not to impact airfield operations or surrounding land uses.
- **Agricultural and Forestry Resources:** The Project would occur on previously developed land at the Airport. The Project is not within or adjacent to an area zoned for agricultural use, forest land, or timberland. The Project is not within or adjacent to an area under a Williamson Act contract. The nearest Williamson Act lands are approximately thirteen

miles from the Project. Therefore, no impact to agricultural and forestry reasons would occur.

- **Energy:** The Project is not expected to have significant impacts that would have a significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources. Natural resources used to construct the Project would primarily include asphalt and concrete (cement and aggregate). Operations-related energy demands would include temporary additional energy needs for a short period during the relocation of the electrical vault and taxiway lighting, however once implemented the lights will be more energy efficient. The Project would not conflict with or obstruct any state or local plans for renewable energy or energy efficiency.
- **Geology/Soils:** The Project is not located within an Earthquake Fault Zone or liquefaction zone and no earthquake faults are known to cross the City of Ontario or the Project site. The Airport will require, as part of its standard conditions, that the Project be built to the latest geotechnical standards and applicable standards for ground structures in accordance with the California Building Code, thereby minimizing the risk of loss, injury, or death due to seismic ground shaking. The Project is generally flat and the proposed development would not change the topography in such a way as to result in substantial soil erosion or the loss of topsoil. The site is not known to have been subject to landslide, lateral spreading, subsidence, liquefaction, or collapse. No significant impacts related to expansive soils, septic tanks or alternative wastewater disposal systems. The Project has low potential for paleontological resources that could be directly or indirectly impacted.
- **Hazards and Hazardous Materials:** The Project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. The Project area has been disturbed and does not involve any land that is known to contain hazardous materials and is not expected to cause contamination from hazardous materials. The Project addresses safety hazards associated with the airport through design; therefore, safety hazard impacts for people residing or working in the Project area will be less than significant. Further, the Project and surrounding properties are urbanized. As such, the Project will not impact implementation of any emergency response or evacuation plans or wildfire risk.
- **Land Use/ Planning:** The Project will not divide an established community. In addition, the Project is consistent with plans, goals, policies, zoning, and local controls that have been adopted and govern the Project site.
- **Mineral Resources:** The Project will not result in the loss of availability of a known mineral resource in an area classified or designated by the state that would be of value to the region or to the residents of the state nor would the Project impact a local mineral resource recovery.
- **Population/Housing:** The Project would not displace any housing and would not result in an impact to growth inducement.

- **Public Services:** The Project would not result in the development of any residential units and, therefore, would not result in a population increase, nor would it create an increased demand for schools, parks, or other public facilities.
- **Recreation:** The Project would not result in a population increase or adversely affect any existing parks or recreational facilities.
- **Utilities/Service Systems:** The Project would not require or result in the relocation or construction of new or expanded wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities as the improvements would not require additional utilities than what is already needed for airport operations. Therefore, the impacts on these utilities and service systems will be less than significant. The Project would not require additional water supplies than what is already needed for airport operations and current water supply is sufficient during normal, dry, and multiple dry years. Wastewater treatment is provided by the Inland Empire Utilities Agency, which has adequate capacity at its Regional Water Recycling Plant No. 1 on Philadelphia Avenue. Operation of the Project would not generate solid waste. Construction of the Project would produce solid waste. However, all construction debris created by the Project would be taken from the project area and disposed of consistent with local regulations.

6.0 FINDINGS REGARDING PROJECT ALTERNATIVES

Section 15126.6(a) of the CEQA Guidelines requires the discussion of “a reasonable range of alternatives to a project, or the location of a project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project and evaluate the comparative merits of the alternatives.”

Two alternatives, including the No Project Alternative, were analyzed in detail in the SEIR, Chapter 8, Project Alternatives: (1) Two-Year Program Alternative; and (2) No Project Alternative.

These alternatives have been evaluated for their ability to (i) substantially lessen the significant impacts of the Project identified in the SEIR, and (ii) substantially meet most of the basic objectives of the Project as described in the SEIR. OIAA has determined that the alternatives listed above and evaluated in the SEIR constitute a reasonable range of alternatives consistent with CEQA Guidelines Section 15126.6. In addition, the SEIR considered but dismissed three alternatives: (1) Continued Use of Contra Flow Operations During Construction; (2) Partial Rehabilitation; and (3) Reduced Project Components. Due to the failure to meet most of the basic Project objectives, these three alternatives were not carried forward for detailed evaluation.

These Findings contrast and compare the Alternatives, where appropriate, to show that the selection of Project, while still resulting in significant environmental impacts, has substantial overriding economic, legal, social, technological, and other benefits. In rejecting the Project alternatives, OIAA has reviewed the environmental impacts and the Project objectives and weighed the ability of the various alternatives to meet the objectives. OIAA finds, after due consideration of a reasonable range of alternatives as set forth in the SEIR and below, and based

on substantial evidence in the record, that the Project best attains a balance between protecting against local environmental impacts and best meets the approved Project objectives with the least environmental impact.

6.1 Two-Year Program Alternative

This alternative would include identical project components included as part of the Project: the rehabilitation and reconstruction of Runway 8R-26L, taxiway connector improvements and other associated airfield improvements, the relocation of objects located within the RSA and ROFA, and relocation of the south electrical vault. However, the Two-Year Program Alternative would implement all of the project components over a two-year schedule (2023 and 2024) whereas the Project is expected to be implemented over a three-year schedule (2023, 2024, and 2025). The Two-Year Program Alternative would result in the same environmental impacts as the Project - temporary significant, unmitigable impacts to GHG emissions and noise. However, this alternative would be an environmentally superior alternative because it would reduce the duration of the noise exposure impacts associated with the Project during construction.

As indicated, both the Project and the Two-Year Program Alternative would result in temporary significant, unmitigable impacts to GHG emissions and noise. The Project would result in less overall construction related GHG emissions as compared to the Two-Year Program Alternative. However, the Project would result in greater temporary impacts to noise levels (and as a result additional population and housing counts) due to the extended construction period through 2025 as compared to the Two-Year Program Alternative that is complete in 2024.

This alternative would only partially achieve the basic objectives of the Project in that it would prioritize future maintenance, rehabilitation and/or reconstruction projects for airside pavement in accordance with the 2020 ONT PMP, meet current FAA standards, improve safety on the airfield, enhance airfield efficiency, and provide adequate infrastructure to support airfield and navigational power requirements. But the Two-Year Program Alternative both does not meet the Project Objective to maximize FAA funding for capital projects at ONT and is neither practically nor financially or economically feasible under CEQA Guidelines sections 15126(f)(1) and 15364. OIAA does not have available funds for the Project or any Alternative to cover the amount or increment of FAA funding that is expected to be available for the third year of a full three-year construction program for the Project, which third year FAA funding increment of about \$20million would be lost or unavailable under the Two-Year Program Alternative. Without a full funding commitment from FAA for the Two-Year Program Alternative that would be achieved or available under the full three-year construction program for the Project, OIAA is financially unable to implement this alternative which makes it infeasible. Nor can this Alternative be feasibly

implemented given significant construction labor shortages and supply chain problems for needed construction materials and goods.

6.2 No Project Alternative

CEQA and CEQA Guidelines require the evaluation of a No Project Alternative. The No Project Alternative is the circumstance under which the project does not proceed. No rehabilitation or reconstruction of runways, taxiways, or other airfield improvements would occur.

The No Project Alternative would fail to meet all the objectives of the Project. It would not prioritize future maintenance, rehabilitation and/or reconstruction projects for airside pavement in accordance with the 2020 ONT PMP, meet current FAA standards, improve safety on the airfield, enhance airfield efficiency, and provide adequate infrastructure to support airfield and navigational power requirements, or maximize the use of available FAA funding for construction.

7.0 OTHER CEQA CONSIDERATIONS

7.1 Reasons Why the Project is Being Proposed, Notwithstanding Significant Unavoidable Impacts

Pursuant to CEQA Guidelines Section 15126.2(b), the SEIR explains why the Project is being proposed notwithstanding its significant unavoidable impacts. While a lead agency must contemplate the implications of adverse environmental impacts and mitigate those impacts to the extent feasible, here, the benefits of the Project (as outlined in Section 11.0) will outweigh the significant and unavoidable environmental impacts.

7.2 Growth-Inducing Impacts

Per CEQA Guidelines Section 15126.2, the SEIR addresses the ways in which the Project “could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment.” This information can be an important factor in a decision to approve a project. As stated in CEQA Guidelines, “It must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment.”

The Project would not facilitate any unplanned growth, result in increased runway capacity, nor affect the number of employees or passengers expected at ONT. The Project would not result in any changes to land uses on or off airport project. In sum, the Project would not induce growth at the Airport beyond that which would occur without the improvements and therefore would not result in a significant growth-inducing impact.

7.3 Significant Irreversible Environmental Changes

CEQA and the CEQA Guidelines require that an EIR address “significant irreversible environmental changes which would be involved in the proposed Project, should it be implemented.” The Project area is already developed and dedicated to airport uses, and the Project would not result in a new commitment of land. However, implementation of the Project would require the long-term commitment of natural resources to construct the Project such as asphalt and

concrete (cement and aggregate). Construction and operation of the Project would also require energy resources such as electricity, natural gas, and various fuels. This would represent the loss of renewable and nonrenewable resources that are generally not retrievable.

While nonrecoverable materials and energy would be used during construction and operation activities; however, the amounts needed would be accommodated by existing supplies. Implementation of best practices and standards that emphasize strategies for sustainable site development, water savings, energy efficiency, materials selection, and environmental quality would reduce the use of renewable and nonrenewable resources that would continue over time through construction and long-term operation of the Project.

Although sustainability measures would reduce the use of materials and energy during construction and operation of the Project, they would nevertheless be unavailable for other uses. The resources utilized for the Project would be permanently committed to the Airport and, therefore, be considered irreversible.

7.4 Potentially Significant Effects from Implementation of Mitigation Measures

Pursuant to CEQA Guidelines Section 15126.4(a)(1)(D), the SEIR evaluates whether implementation of any of the recommended mitigation measures would result in significant impacts. Except where such impacts are specifically noted, OIAA finds no significant impacts will occur as a result of implementation of mitigation measures.

8.0 GENERAL CEQA FINDINGS

8.1 Mitigation Monitoring and Reporting Program

As required by CEQA Section 21081.6, OIAA, in adopting these Findings, also adopts the project Mitigation Monitoring and Reporting Program (MMRP). The MMRP is incorporated as conditions of Project approval, and is designed to ensure that, during implementation of the Project, OIAA and other responsible parties will comply with the adopted mitigation measures.

8.2 CEQA Guidelines Sections 15091 and 15092 Findings

Based on the foregoing findings and the information contained in the administrative record, OIAA has made one or more of the following findings with respect to each of the significant effects of the Project:

1. Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effects on the environment.
2. Those changes or alterations are within the responsibility and jurisdiction of another public agency and such changes have been adopted by such other agency or can and should be adopted by such other agency.
3. Specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly-trained workers, make infeasible the mitigation measures or alternatives identified in the Final SEIR.

Based on the foregoing findings and the information contained in the administrative record, and as conditioned by the foregoing:

1. All significant effects on the environment due to the project have been eliminated or substantially lessened where feasible.
2. Any remaining significant effects that have been found to be unavoidable are acceptable due to the overriding considerations set forth in Section 11.0 of these Findings.

8.3 OIAA's Preparation of the EIR Pursuant to CEQA Guidelines Section 15084(d)

CEQA Guidelines Section 15084(d) provides a Lead Agency may choose one of the following arrangements or a combination of them for preparing a draft EIR:

1. Preparing the draft EIR directly with its own staff.
2. Contracting with another entity, public or private, to prepare the draft EIR.
3. Accepting a draft prepared by the Applicant, a consultant retained by the Applicant, or any other person.
4. Executing a third-party contract or memorandum of understanding with the Applicant to govern the preparation of a draft EIR by an independent contractor.
5. Using a previously prepared EIR.

OIAA has relied on Section 15084(d)(1) and (2) of the CEQA Guidelines, which allows the OIAA to prepare the Draft and Final SEIR with its own staff and with an environmental consultant it hired for that task.

8.4 OIAA's Independent Judgment

Pursuant to CEQA Section 21082.1(c), OIAA finds it has independently reviewed and analyzed the Draft and Final SEIR, and that the Draft and Final SEIR reflects the independent judgment of OIAA as the Lead Agency for the Project.

8.5 Nature of Findings

Any finding made by OIAA shall be deemed made, regardless of where it appears in this document. All of the language included in this document constitutes findings by OIAA, whether or not any particular sentence or clause includes a statement to that effect. OIAA intends that these findings be considered as an integrated whole and, whether or not any part of these findings fail to cross reference or incorporate by reference any other part of these findings, that any finding required or committed to be made by OIAA with respect to any particular subject matter of the SEIR, shall be deemed to be made if it appears in any portion of these findings.

8.6 Reliance on Record

Each and all of the findings and determinations contained herein are based on the competent and substantial evidence, both or oral and written, contained in the entire administrative record relating to the Project.

The findings and determinations constitute the independent findings and determinations of OIAA in all respects and are fully and completely supported by substantial evidence in the record as a whole.

8.7 Custodian of Records

The custodian of the documents or other material which constitute the record of proceedings upon which the OIAA's decision is based is identified as follows:

Nicole Walker
Ontario International Airport Authority
1923 East Avion Street
Ontario, CA 91761

8.8 Relationship of Findings to EIR

These findings are based on the most current information available. Accordingly, to the extent there are any apparent conflicts or inconsistencies between the SEIR and these Findings, these Findings shall control, and the SEIR is hereby amended as set forth in these findings.

8.9 Recirculation Not Required

CEQA Guidelines Section 15088.5 provides the criteria that a lead agency is to consider when deciding whether it is required to recirculate an EIR. Recirculation is required when "significant new information" is added to the EIR after public notice of the availability of the Draft EIR is given, but before certification. (CEQA Guidelines, § 15088.5(a).) "Significant new information," as defined in CEQA Guidelines Section 15088.5(a), means information added to an EIR that changes the EIR so as to deprive the public of a meaningful opportunity to comment on a "substantial adverse environmental effect" or a "feasible way to mitigate or avoid such an effect (including a feasible Project alternative) that the Project's proponents have declined to implement."

An example of significant new information provided by the CEQA Guidelines is a disclosure showing that a "new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented;" that a "substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted to reduce the impact to a level of insignificance;" or that a "feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the significant environmental impacts of the project, but the project's proponents decline to adopt it." (CEQA Guidelines, § 15088.5(a)(1)-(3).)

Recirculation is not required where "the new information added to the EIR merely clarifies or amplifies or makes insignificant modifications in an adequate EIR." (CEQA Guidelines, §

15088.5(b).) Recirculation also is not required simply because new information is added to the EIR - indeed, new information is oftentimes added given CEQA's public/agency comment and response process and CEQA's post-Draft EIR circulation requirement of proposed responses to comments submitted by public agencies. Instead, recirculation is "intended to be an exception rather than the general rule." (*Laurel Heights Improvement Assn. v. Regents of University of California* (1993) 6 Cal.4th 1112, 1132.)

In this legal context, OIAA finds that recirculation of the Draft SEIR prior to certification is not required. In addition to providing responses to comments, the Final SEIR includes revisions to expand upon information presented in the Draft SEIR; explain or enhance the evidentiary basis for the Draft SEIR's findings; update information; and make clerical revisions to the Draft SEIR. The Final SEIR's revisions, clarifications and/or updates do not result in any new significant impacts or increase the severity of a previously identified significant impact.

In sum, the Final SEIR demonstrates that the Project will not result in any new significant impacts or increase the severity of a significant impact, as compared to the analysis presented in the Draft SEIR. The changes reflected in the Final SEIR also do not indicate that the meaningful public review of the Draft SEIR was precluded in the first instance. Accordingly, recirculation of the SEIR is not required as revisions to the SEIR are not significant as defined in Section 15088.5 of the CEQA Guidelines.

8.10 Preparation of an SEIR

OIAA determines that the following conditions apply to the Project:

1. New information, which was not known and could not have been known at the time the 1991 Certified ONT Final EIR for Terminals, Other Facilities and Operations to Support 12 Million Annual Passengers (1991 Certified FEIR) was certified has become available;
2. The Project will have one or more significant effects not discussed in the 1991 Certified FEIR; and
3. Previous significant effects discussed in the 1991 Certified FEIR will be substantially more severe than previously shown.

Pursuant to Guidelines sections 15162 and 15163 OIAA, based on substantial evidence in the record, determines a Supplemental EIR is the appropriate environmental review documentation needed to consider approval of the Project.

9.0 CERTIFICATION OF THE FINAL SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT, CEQA GUIDELINES, § 15090

OIAA certifies that the SEIR has been completed in compliance with CEQA and the State CEQA guidelines, that the EIR was presented to OIAA, and that OIAA reviewed and considered the information contained therein before approving the Project, and that the SEIR reflects the independent judgment and analysis of OIAA.

10.0 STATEMENT OF OVERRIDING CONSIDERATIONS

10.1 Background

Section 15093 of the Guidelines provides as follows:

- “(a) CEQA requires the decision making agency to balance, as applicable, the economic, legal, social, technological, or other benefits of a Proposed Project against its unavoidable environmental risks when determining whether to approve the project. If the specific economic, legal, social, technological, or other benefits of a Proposed Project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered “acceptable.”
- (b) When the lead agency approves a project which will result in the occurrence of significant effects which are identified in the final EIR but are not avoided or substantially lessened, the agency shall state in writing the specific reasons to supports its action based on the final EIR and/or other information in the record. This statement of overriding considerations shall be supported by substantial evidence in the record.
- (c) If an agency makes a statement of overriding considerations, the statement should be included in the record of the project approval and should be mentioned in the notice of determination. This statement does not substitute for, and shall be in addition to, findings required pursuant to § 15091.”

In accordance with the provisions of CEQA and the Guidelines, and as part of its certification of the adequacy of Final SEIR for approval of the Project, OIAA finds that the mitigation measures discussed in these findings and the Mitigation Monitoring and Reporting Plan, when implemented, avoid or substantially lessen the significant effects of the Project identified in the Final SEIR. Nonetheless, certain significant effects of the Project are unavoidable even after incorporation of all feasible mitigation measures. In summary, even with implementation of the mitigation measures described in Final SEIR and the MMRP, the following effects of the Project are considered to be significant and unavoidable at this time:

Greenhouse Gas Emissions

Impact 4.3-1 – Construction of the Project would result in total net positive construction related GHG emissions in years 2023, 2024, and 2025. Therefore, the Project would result in a significant, unavoidable temporary impact due to construction related GHG emissions.

The Project’s cumulative contribution to GHG emissions would be cumulatively considerable.

Noise

Impact 4.5-1 – The Project would result in temporary increases in noise exposure to the west of the Airport during nighttime hours during construction periods in 2023, 2024, and 2025.

Impact 4.5-3 – The Project would result in significant, unavoidable temporary impacts to people residing or working around the Airport from excessive noise levels.

The Project would result in temporary and permanent increases in noise exposure surrounding ONT and therefore would create a cumulatively considerable significant impact on noise levels.

OIAA finds that (i) all feasible mitigation measures identified in the Final SEIR that are within the purview of OIAA will be implemented with the Project; (ii) that those changes or alterations found within the responsibility and jurisdiction of another public agency have been adopted by such other agency, or can and should be adopted by such other agency; and (iii) the remaining significant unavoidable effects are outweighed and are found to be acceptable due to the following specific overriding economic, legal, social, technological, or other benefits, based upon the facts set forth in these Findings, the Final SEIR, and the record.

10.2 Overriding Considerations

OIAA finds that the Project would have the economic, legal, social, technological, or other overriding benefits, including region-wide or statewide environmental benefits, listed below. Each of the benefits cited below constitutes a separate and independent basis that justifies approval of the Project and outweighs the unavoidable adverse environmental effects of approving the Project and thus makes adverse environmental effects acceptable. Thus, even in the absence of one or more of the reasons set forth below, OIAA has determined that each remaining reason, or any combinations of reasons, is a sufficient basis for approving the Project, notwithstanding any significant and unavoidable impacts that may occur.

1. The Project represents the optimal balancing of OIAA’s need to meet Project objectives and to reduce significant unavoidable environmental effects compared to those resulting from the Project.
2. The Project prioritizes future maintenance, rehabilitation, and/or reconstruction projects for airside pavement in accordance with the 2020 ONT PMP. The maintenance, rehabilitation and/or reconstruction aspect of the Project is based on the 2020 ONT PMP’s assessment of current airfield pavement conditions and assigned pavement condition index (PCI) values for all runways, taxiways, aprons, and vehicle service roads. The PMP sequences this maintenance based on the priority of the pavements, severity of distresses, and available funding.
3. The Project will ensure ONT will meet current FAA standards. Connector taxiways would be reconstructed to align more closely with current FAA standards, as well as to improve pavement conditions for air traffic throughout the airfield. Objects located within the RSA and ROFA need to be relocated to meet FAA standards.
4. The Project would result in benefits to airfield safety. Several taxiways need to be modified to address Hot Spots at ONT. A Hot Spot is defined as a location on an airport movement area with a history of potential risk of collision or runway incursion, and where heightened attention by pilots and drivers is necessary. The rehabilitation of the runway and several

taxiways, as well as the relocation of objects and the VSR outside the RSA and ROFA would also improve safety on the airfield.

5. The Project would enhance airfield efficiency. Runway 8R-26L requires rehabilitation and reconstruction as it was built in 1979 and has exceeded the intended design service life of 20-years. Runway shoulder replacement is also proposed along sections of Runway 8L-26R in the vicinity of taxiway improvements. The proposed pavement sections would be designed for a 20-year life for all runways, shoulder pavements, blast pad pavement, and for the new taxiway pavement. Relocations, rehabilitations and new or modified taxiway connections would also enhance efficiency on the airfield
6. The Project would provide adequate infrastructure to support airfield and navigational power requirements. The airfield improvements would result in electrical power requirements that cannot be accommodated with the existing south electrical vault, which is outdated and difficult to maintain. A replacement south electrical vault in a new location (in order to not have a lapse in operation) is needed to accommodate the electrical needs of the Project.
7. The Project would maximize available FAA funding for construction. OIAA is reliant on FAA funding through the Airport Improvement Program (AIP) for large scale construction needs such as the Project. FAA has indicated that AIP funding is expected to be available to support the Project if completed over a three-year period (2023, 2024 and 2025). Although construction of the project would be physically possible over a shorter duration, FAA funding availability dictates construction timeframes.
8. The Project would result in economic benefits. The Project encourages economic growth and diversity and would result in the creation of job opportunities in the Inland Empire. Significant direct job creation would occur from the substantial Project construction work, which will be in the many tens of millions of dollars in cost. Substantial indirect job creation and/or retention would also occur related to the significant local purchases of amounts of concrete, asphalt and other products and equipment to implement this large construction Project.

10.3 Conclusion

In light of the foregoing, and the information contained within the Final SEIR and other portions of project record, OIAA concludes that implementation of the Project will result in the development of a beneficial Project as outlined above. OIAA also finds that the benefits identified above outweigh and make acceptable the significant, unavoidable environmental impacts associated with the Project and, accordingly, adopts this Statement of Overriding Considerations.

RESOLUTION NO. 2022-13

A RESOLUTION OF THE ONTARIO INTERNATIONAL AIRPORT
AUTHORITY TO APPROVE THE REHABILITATION OF RUNWAY
8R-26L AND ASSOCIATED AIRFIELD IMPROVEMENTS AT
ONTARIO INTERNATIONAL AIRPORT

WHEREAS, a Draft and Final Supplemental Environmental Impact Report (collectively the Final SEIR) (SCH#2021060531) has been prepared by the Ontario International Airport Authority (OIAA), as the Lead Agency, pursuant to the requirements of the California Environmental Quality Act (CEQA) (Public Resources Code Sections 21000 et seq.) and the State CEQA Guidelines (14 Cal Code Regs. Sections 15000 et seq.) to address the potential environmental impacts associated with the Rehabilitation of Runway 8R-26L and Associated Airfield Improvements at Ontario International Airport (ONT or Airport), as identified as the Project; and

WHEREAS, the Project involves the rehabilitation and reconstruction of Runway 8R-26L, taxiway connector improvements and other associated airfield improvements, the relocation of objects located within the Runway Safety Area (RSA) and Runway Object Free Area (ROFA), and relocation of the south electrical vault. The Project would be constructed over a three-year period in 2023, 2024 and 2025. It will rehabilitate and reconstruct runway and taxiway areas after 40 plus years of use, and bring the areas current with Federal Aviation Administration (FAA) standards; and

WHEREAS, the Draft SEIR for the Project was circulated for public review and comments for a forty-five (45) day public review and comment period from April 25, 2022, to June 9, 2022, pursuant to and consistent with CEQA and the State CEQA Guidelines; and

WHEREAS, OIAA, as the lead agency under CEQA, the Project proponent and the airport proprietor, set forth certain goals and objectives for the Project to guide it during the preparation of the Draft SEIR, including, but not limited to the following:

- (i) Meet Current Federal Aviation Administration (FAA) Standards – Reconstruct connector taxiways to align more closely with current FAA standards and improve pavement conditions for air traffic throughout the airfield. Relocate objects within the Runway Safety Area and Runway Object Free Area to meet FAA standards.
- (ii) Improve Safety on the Airfield – Modify several taxiways to address hot spots at ONT.
- (iii) Enhance Airfield Efficiency – Rehabilitate and reconstruct Runway 8R-26L as

it was built in 1979 and has exceeded the intended design service life of 20-years. Runway shoulder replacement is also proposed along sections of Runway 8L-26R in the vicinity of taxiway improvements. The proposed pavement sections would be designed for a 20-year life for all runways, shoulder pavements, blast pad pavement, and for the new taxiway pavement.

- (iv) Provide Adequate Infrastructure to Support Airfield and Navigational Power Requirements – Replace the south electrical vault to accommodate the electrical needs of the Project.
- (v) Maximize Available FAA Funding for Construction - OIAA is reliant on FAA funding through the Airport Improvement Program (AIP) for large scale construction needs such as the Project. FAA has indicated that AIP funding is expected to be available to support the Project if completed over a three-year period (2023, 2024 and 2025). Although construction of the Project would be physically possible over a shorter duration, FAA funding availability dictates construction timeframes; and

WHEREAS, these goals and objectives are consistent with long-standing and adopted policies of OIAA to operate the Airport in a manner that provides the maximum air transportation opportunities at the Airport while ensuring that Airport operations do not unreasonably result in adverse environmental effects of surrounding communities. The Project meets all of those stated goals and objectives; and

WHEREAS, this Commission independently considered the merits of all alternatives, including the Project, identified in the Final SEIR (SCH#2021060531) and measured the benefits and costs of those alternative scenarios as identified in the Final SEIR (SCH#2021060531); and

WHEREAS, on June 23, 2022, by Resolution No. 2022-12 the Commission certified the Final SEIR (SCH#2021060531) as complete and adequate in that it addresses all environmental effects of the Project and fully complies with the requirements of CEQA, and adopted related CEQA Findings of Fact, a Statement of Overriding Considerations, and a Mitigation Monitoring and Reporting Plan (collectively CEQA Findings); and

WHEREAS, OIAA staff recommends approval of the Project; and

WHEREAS, OIAA finds that for those significant environmental effects of the Project that cannot be mitigated to below a level of significance, specific overriding economic, legal, social, technological, or other benefits of the Project outweigh the significant effects on the environment; and

WHEREAS, on June 20, 2022, OIAA properly provided notice of the public meeting on approval of the Project scheduled for June 23, 2022, in accordance with the Ralph M. Brown Act, Government Code Section 54950, et seq.

NOW, BE IT RESOLVED BY THE COMMISSION OF THE ONTARIO INTERNATIONAL AIRPORT AUTHORITY, as the airport proprietor of Ontario International Airport, and, in light of the whole record for Final SEIR (SCH#2021060531) and for the Project before it, the OIAA Commission acts as follows:

1. All recitals and Whereas clauses above are true and are incorporated in full into these findings and this Resolution.
2. The Commission approves the Rehabilitation of Runway 8R-26L and Associated Airfield Improvements Project at ONT, as described in the Final SEIR (SCH#2021060531) and in companion Resolution No. 2022-12, and in the related and attached CEQA Findings of Fact, Statement of Overriding Considerations, and Mitigation Monitoring and Reporting Plan (MMRP).
3. The Commission adopts and incorporates as conditions to this approval of the Project all of the mitigation measures discussed and contained in the MMRP at Section 9 of the Final SEIR (SCH#2021060531), and in companion Resolution No. 2022-12, and the related and attached CEQA Findings of Fact and Statement of Overriding Considerations, and directs that all such mitigation measures be implemented at a time and in a manner consistent with the approved Project and each mitigation measure.

PASSED, APPROVED, AND ADOPTED at an OIAA Commission regular meeting this 23rd day of June 2022.

ALAN D. WAPNER
OIAA PRESIDENT

ATTEST:

SECRETARY/ASSISTANT SECRETARY

APPROVED AS TO LEGAL FORM:

LORI D. BALLANCE
GENERAL COUNSEL

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

I, Norma I. Alley, MMC, Secretary of the Ontario International Airport Authority, DO
HEREBY CERTIFY that foregoing Resolution No. 2022-13 was duly passed and
adopted by the Commission of the Ontario International Airport Authority at their regular
meeting held on June 23, 2022 by the following roll call vote, to wit:

AYES: COMMISSIONERS:

NOES: COMMISSIONERS:

ABSENT: COMMISSIONERS:

SECRETARY/ASSISTANT SECRETARY

(SEAL)

The foregoing is the original of Resolution No. 2022-13 duly passed and adopted by the
Commission of the Ontario International Airport Authority at their regular meeting held
June 23, 2022.

SECRETARY/ASSISTANT SECRETARY

(SEAL)



DATE: JUNE 23, 2022

SECTION: ADMINISTRATIVE REPORTS/DISCUSSION/ACTION

SUBJECT: A RESOLUTION TO APPROVE THE FY 2023 OPERATING BUDGET

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

RECOMMENDED ACTION(S): That the Ontario International Airport Authority (OIAA) Commission approve the FY 2023 Operating Budget.

FISCAL IMPACT SUMMARY: The proposed FYE 2023 budget results in Net Income from Operations of \$13.6M a \$2.8M (26.5%) increase compared to FYE 2022.

BACKGROUND: Fiscal Year Financial Performance: The proposed operating budget for the fiscal year ending June 30, 2023, is driven by strong aviation activity and financial performance realized by OIAA through March 31, 2022. Net income from operations totaled \$17.8M with a favorable variance to the amended budget of \$15.6M. Operating revenue of \$74.0M exceeded budget by \$10.3M and Operating expenses of \$51.6M were favorable to budget by \$5.5M. The proposed budget was developed from OIAA Goals and Objectives and includes significant increases in resources to meet current and expected near term growth. The budget FYE 2023 assumes that there will be no significant impacts associated with any possible COVID outbreaks.

Operating Revenues: Total FYE 2023 budgeted operating revenues of \$102.5M exceed the budget FYE 2022 by \$14.8M (16.9%), with aeronautical revenue increasing by \$8.7M (22.2%) and nonaeronautical revenues by \$6.1M (12.6%). The Authority has budgeted \$6.6M of ARPA grant funds to maintain a relatively level rate structure. Budget revenue forecasts do not reflect proposed changes in any airport rates and charges, except for landing fees and terminal rents that are calculated under the terms of the Operating Use and Lease Agreement.

STAFF MEMBER PRESENTING: Chief Financial Officer, John M. Schubert

Department: Finance

Submitted to OIAA: June 23, 2022

Approved: _____

Continued to: _____

Denied: _____

Chief Executive Officer Approval: 

Aeronautical revenue increases are primarily driven by increases in landing fees and terminal rents. Landing fees increased by \$3.3M (30.3 %) and are associated with greater landed weights. Terminal rents increase by \$3.8M (30.1%) are driven by higher per square foot rental rates. In addition, ground handling rate increases approved in January 2022 have led to material increases in ground handling fees and FYE 2023 ground handling revenues reflect a full fiscal year at these higher rates.

Nonaeronautical revenues budgeted FYE 2023 of \$54.7M are greater than FYE 2022 by \$6.1M (12.6%). This increase is driven by higher concession revenues offset by a decrease in recognized operating grant revenues. The most significant operating revenue budget increases include parking revenues of \$4.0M (16.6%) and rental car revenues of \$1.8M (20.9%). Parking revenue and rental car increases are primarily associated with aviation activity growth. In addition, rental car revenues reflect higher rental car rates, that have been driven by smaller rental car inventory. Operating grant revenues budgeted FYE 2023 of \$6.6M are lower than the \$8.2M budgeted FYE 2022 by \$1.6 (19.8%). This leaves unspent operating grant funding of \$18M and concession relief funds of \$3M which will be rolled over to FYE 2024. The grant funding must be spent by September 30, 2024.

Operating Expenses: Total budgeted Operating Expenses FYE 2023 of \$89.0M, exceed the budget FYE 2022 of \$77.0M, by \$ \$12.0M (15.6%). Major changes are for personnel, contractual services and telecommunications and utilities. No uniform budget increases have been provided for inflation, as contracted service and material expenses are largely controlled by established agreements.

Personnel expenses FYE 2023 of \$13.1M, are greater than FYE 2022 by \$3.6M, (38.2%). This includes 10 new OIAA staff positions, totaling \$1.3M and \$2.0M for increases associated with filling previously approved positions, that were vacant for all or a portion of FYE 2022. Also, the FYE 2023 personnel budget assumes a 3% COLA increase, as well as a 5% merit pool for performance-based increases. Three, prior year approved positions have been eliminated, which totals \$538K.

Nonpersonnel expenses FYE 2023 of \$75.9M increase by \$8.4M (12.4%), compared to FYE 2022 budgeted expenses of \$67.5M. The largest increases are for Public Safety and Contractual expenses. Public Safety expenses of \$21.2M FYE 2023 are higher than the FYE 2022 budget by \$1.9M. Public safety, police, fire, and dispatch services are provided under a Municipal Services agreement with the City of Ontario. The budgeted increase is 10% based on an estimated contractually required increases as well as police personnel changes to meet increased passenger activity. The contractual expense budget FYE 2023 of \$35.6M is greater than the FYE 2022 budget by \$3.8M (11.9%). The greatest increases are for security and technology support services to complete information technology initiatives as well as the implementation and operation of the new Common Use system in Terminal 2. Telecommunications and Utilities of \$7.3M FYE 2023 are greater than the FYE 2022 budget by \$1.5M (26.6%). This increase is associated with increases in electric utilities.

Nonoperating Revenues are budgeted to increase by \$3.6M (31.1%). Most of this net increase is driven by activity-based facility charges. These facility charge increases are for Passenger Facility Charges and Customer Facility Charges and are directly related to passenger activity increases. There are no changes

in the rate structure for these facility charges, PFCs remain at \$4.50 per enplaned passenger and CFCs stay the same at \$10 per rental car contract.

Other Sources and (Uses), net, are from required reserves and adjustments established under the Operating Use and Lease Agreement, Revenue Bond Covenants, and regulatory authority. The Discretionary reserve is to fund Capital projects without airline approval, that would otherwise require approval under the Majority in Interest provisions of the ULA. The Discretionary reserve increase is for required reserve adjustments based on CPI. The Maintenance and Operations (M&O) reserve requires that 25% of operating expenses be included in the M&O reserve on a rolling funding basis, whereby adjustments in a fiscal year are provided to adjust the reserve balance by an amount necessary to meet the 25% requirement. The Debt Service reserve is also on a rolling fund basis, to provide a reserve balance equal to 25% of the revenue bond debt service for the budgeted fiscal year.

The budget establishes a net residual requirement, that is covered by landing fees and terminal rental rates. Landing fees are established by dividing the net requirement in the Airfield Cost Center by the estimated landed weight for cargo and passenger air carriers. The terminal rental rate is established by dividing the net requirement in the Terminal Cost Center by the total of terminal space leased by the airlines, including joint use space in public areas.

The calculated landing fee rate for FYE 2023 is \$1.64 per 1,000 lbs. of landed weight generating \$14.2M in landing fees and the terminal rental rate FYE 2023 is \$91.65, which results in \$16.3M of terminal rent revenue.

PROCUREMENT: N/A

CEQA COMPLIANCE AND LAND USE APPROVALS: N/A

IMPACT ON OPERATIONS: The financial results provide additional resources for the OIAA to respond to increased passenger carrier activity and to meet OIAA goals and objectives.

SCHEDULE: N/A

ATTACHMENTS: Attachment A – Operating Budget FYE 2023 Proposed vs FYE 2022 Amended

Attachment B – Proposed Rates and Charges FY 2023

The Agenda Report references the terms and conditions of the recommended actions and request for approval. Any document(s) referred to herein and that 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. Office hours are 8:30 a.m. to 5:00 p.m., Monday through Friday, although these hours and review procedures may be modified due to COVID-19 precautions. In that case, the documents may be requested by email at clerk@flyontario.com. This Agenda Report has been reviewed by OIAA General Counsel.

RESOLUTION NO. 2022-14

A RESOLUTION OF THE ONTARIO INTERNATIONAL AIRPORT
AUTHORITY COMMISSION APPROVING THE ANNUAL
OPERATING BUDGET FOR FISCAL YEAR 2022-23

WHEREAS, the Ontario International Airport Authority (“the Authority” or “OIAA”) was established under a Joint Exercise of Powers Agreement between the City of Ontario and the County of San Bernardino (the “Joint Powers Agreement”) pursuant to the purpose of operating, maintaining, developing, and marketing the Ontario International Airport (the “Airport”); and

WHEREAS, under the Joint Powers Agreement, Section 10, Funds, the Treasurer of the Authority shall assume the duties described in California Government Code Section 6505.5; and

WHEREAS, the Authority staff, including the Chief Executive Officer (“CEO”) and the Chief Financial Officer (“CFO”) of the Authority, have determined the Authority’s Operating Budget for Fiscal Year 2022-23 in accordance with the provisions of the Joint Powers Agreement; and

WHEREAS, the Authority staff have consulted with the Airport and Airline Affairs Committee (“AAAC”) in regards to this proposed operating budget for Fiscal Year 2022-23 and the AAAC has not expressed any objections to its adoption or implementation; and

WHEREAS, the Authority Commission has reviewed the proposed operating budget for Fiscal Year 2022-23 and has held a public meeting relative to its adoption.

NOW, THEREFORE, be it resolved as follows:

SECTION 1. The Authority hereby approves and authorizes the proposed Fiscal Year 2021-22 Operating Budget (Exhibit A).

SECTION 2. The Authority hereby approves the Airport System Rates and Charges, effective July 1, 2022 (Exhibit B).

SECTION 3. This Resolution shall take effect immediately upon its adoption.

SECTION 4. The Commission Clerk of the Ontario International Airport Authority shall certify as to the adoption of this Resolution.

PASSED, APPROVED, AND ADOPTED at a Regular Meeting this 23rd day of June 2023.

ALAN D. WAPNER, OIAA PRESIDENT

ATTEST:

SECRETARY/ASSISTANT SECRETARY

APPROVED AS TO LEGAL FORM:

LORI D. BALLANCE
GENERAL COUNSEL

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

I, Norma I. Alley, MMC, Assistant Secretary of the Ontario International Airport Authority, DO HEREBY CERTIFY that foregoing Resolution No. 2022-14 was duly passed and adopted by the Commission of the Ontario International Airport Authority at their meeting held on June 23, 2022, by the following roll call vote, to wit:

AYES: COMMISSIONERS:

NOES: COMMISSIONERS:

ABSENT: COMMISSIONERS:

SECRETARY/ASSISTANT SECRETARY

(SEAL)

The foregoing is the original of Resolution No. 2022-14 duly passed and adopted by the Commission of the Ontario International Airport Authority at their regular meeting held June 23, 2022.

SECRETARY/ASSISTANT SECRETARY

(SEAL)

2023 Budgets Operating & Capital Improvement Program

ONTARIO INTERNATIONAL AIRPORT AUTHORITY



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BACKGROUND

- The proposed operating budget for the fiscal year ending June 30, 2023, is driven by strong aviation activity and financial performance realized by OIAA through March 31, 2022.
- Net income from operations totaled \$17.8M with a favorable variance to the amended budget of \$15.6M.
- Operating revenue of \$74.0M exceeded budget by \$10.3M and Operating expenses of \$51.6M were favorable to budget by \$5.5M.
- The proposed budget was developed from Board approved Strategic OIAA Goals and Objectives and includes significant increases in resources to meet current and expected near term growth.
- The FYE 2023 assumes no significant impacts associated with COVID 19.

OPERATING REVENUES

- Total FYE 2023 budgeted operating revenues of \$102.5M exceed FYE 2022 budget by \$14.8M (16.9%), with aeronautical revenue increasing by \$8.7M (22.2%) and nonaeronautical revenues by \$6.1M (12.6%).
- The Authority has budgeted \$6M of ARPA grant funds to maintain a relatively level rate structure.
- Budget revenue forecasts do not reflect proposed changes in any airport rates and charges, except for landing fees and terminal rents that are calculated under the terms of the Operating Use and Lease Agreement.
- Aeronautical revenue increases are primarily driven by increases in landing fees and terminal rents. Landing fees increase by \$3.3M (30.3 %) and are associated with greater landed weights. Terminal rents increase by \$3.8M (30.1%) and are driven by higher per square foot rental rates.
- In addition, ground handling rate increases approved in January 2022 have led to material increases in ground handling fees and FYE 2023 budgeted ground handling revenues of \$1.7M reflect a full fiscal year at these higher rates.
- Nonaeronautical revenues budgeted FYE 2023 of \$54.7M are greater than FYE 2022 by \$6.1M (12.6%).
 - Increase driven by higher concession revenues
- Operating revenue budget increases include parking revenues of \$4.0M (16.6%) and rental car \$1.8M (20.9%).
 - Parking revenue and rental car increases are primarily associated with aviation activity growth.
 - Rental car revenues also reflect higher rental car rates.
- Operating grant revenues budgeted FYE 2023 of \$6.6M are lower than the \$8.2M budgeted in FYE 2022 by \$1.6M (19.8%).
 - This leaves unspent operating grant funding of \$18M and concession relief funds of \$3M which will be rolled over to FYE 2024.
- *Grant funding must be spent by September 30, 2024*

OPERATING EXPENSES

- Total budgeted Operating Expenses FYE 2023 of \$89.0M, exceed the budget FYE 2022 of \$77.0M. By \$12.0M (15.6%).
- Major changes are for personnel, contractual services and telecommunications and utilities.
- No budget increases across the board have been provided for inflation, as contracted services and material expenses are largely controlled by established agreements.
- Personnel expenses FYE 2023 of \$13.1M, are greater than FYE 2022 by \$3.6M, (38.2%).
 - The FYE 2023 personnel budget assumes a 3% COLA increase, as well as a 5% merit pool for performance-based increases.
 - Three, prior year approved positions have been eliminated which accounted for \$538K in previous Fiscal Year budget.
 - Ten new OIAA staff positions, totaling \$1.3M and \$2.0M for increases associated with filling previously approved positions, that were vacant for all or a portion of FYE 2022.
- Non-personnel expenses in FYE 2023 of \$75.9M increase by \$8.4M (12.4%), compared to FYE 2022 budgeted expenses of \$67.5M.
- Largest increases are for Public Safety and Contractual expenses.
 - Public Safety expenses of \$21.2M FYE 2023 are higher than the FYE 2022 budget by \$1.9M. The budgeted increase is 10% based on estimated contractually required increases as well as police personnel changes to meet increased passenger activity.
 - The contractual expense budget FYE 2023 of \$35.6M is greater than the FYE 2022 budget by \$3.8M (11.9%).
 - The greatest increases are for security and technology support services to complete information technology initiatives as well as the implementation and operation of the new Common Use system in Terminal 2.
- Telecommunications and Utilities of \$7.3M FYE 2023 are greater than the FYE 2022 budget by \$1.5M (26.6%). This increase is associated with increases in electric utilities.

BUDGET SUMMARY

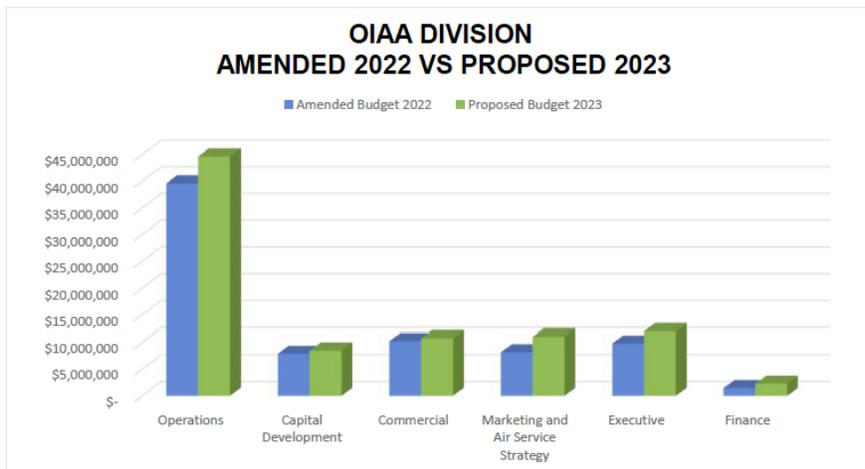
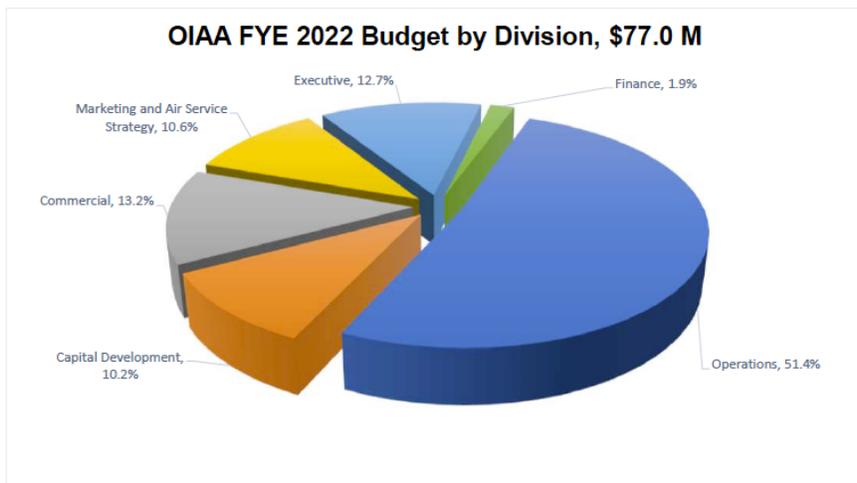
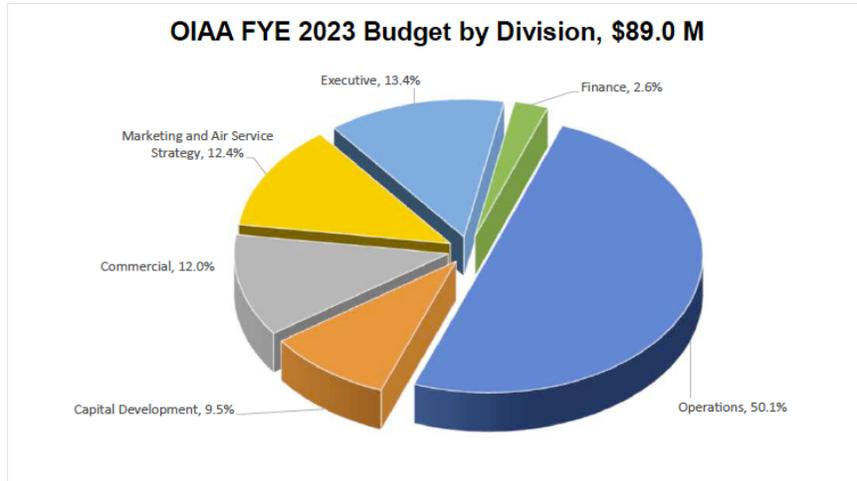
ONTARIO INTERNATIONAL AIRPORT AUTHORITY BUDGET - 2022 AMENDED VS 2023 PROPOSED FOR THE YEAR ENDING JUNE 30, 2023 AND 2022

	Amended Budget FY 2022	Proposed Budget FY 2023	Increase (Decrease) FY 2023 Proposed vs FY 2022 Amended	
			\$	%
Aeronautical				
Landing fees	\$ 10,927,123	\$ 14,239,780	\$ 3,312,657	30.3%
Facility rentals	12,498,880	16,261,999	3,763,119	30.1%
Land rentals	13,650,157	12,857,518	(792,639)	-5.8%
Gate use and jet bridge fees	822,052	1,526,080	704,028	85.6%
Plane parking	748,347	539,255	(209,092)	-27.9%
Airline handling service fees	150,000	1,676,571	1,526,571	1017.7%
Operating grants	309,000	297,600	(11,400)	-3.7%
Other aeronautical revenues	-	401,143	401,143	100.0%
Total aeronautical	39,105,559	47,799,946	8,694,387	22.2%
Nonaeronautical				
Auto parking	24,153,231	28,156,137	4,002,906	16.6%
Rental cars	8,666,675	10,477,107	1,810,432	20.9%
Food and beverage	1,332,936	1,473,447	140,511	10.5%
News and gifts	1,760,690	2,041,517	280,827	15.9%
Ground transportation	813,166	1,740,302	927,136	114.0%
Advertising and other concessions	468,260	1,122,000	653,740	139.6%
Facility and land rentals - nonaeronautical	2,537,526	2,593,109	55,583	2.2%
Other	660,910	550,114	(110,796)	-16.8%
Operating grants - (ARPA)	8,199,781	6,575,000	(1,624,781)	-19.8%
Total nonaeronautical	48,593,175	54,728,733	6,135,558	12.6%
Total operating revenues	87,698,734	102,528,679	14,829,945	16.9%
Personnel				
Salaries, wages and overtime	7,637,593	10,394,503	2,756,910	36.1%
Employee benefits and taxes	1,809,426	2,664,896	855,470	47.3%
Total personnel	9,447,019	13,059,399	3,612,380	38.2%
Nonpersonnel				
Public safety	19,249,453	21,175,717	1,926,264	10.0%
Contractual services	31,785,104	35,552,476	3,767,372	11.9%
Insurance and administration	1,642,077	2,147,461	505,384	30.8%
Materials and supplies	1,752,387	1,919,787	167,400	9.6%
Telecommunications and utilities	5,759,600	7,293,100	1,533,500	26.6%
Other operating expenses	7,340,750	7,814,140	473,390	6.4%
Total nonpersonnel	67,529,371	75,902,681	8,373,310	12.4%
Total operating expenses	76,976,390	88,962,080	11,985,690	15.6%
Net Income from operations	10,722,344	13,566,599	2,844,255	26.5%
Nonoperating Revenues				
Investment income	966,424	77,143	(889,281)	-92.0%
Passenger facility charges	7,440,632	11,582,266	4,141,634	55.7%
Customer facility charges	3,131,978	3,462,334	330,356	10.5%
Total nonoperating revenues	11,539,034	15,121,743	3,582,709	31.0%
Net income	22,261,378	28,688,342	6,426,964	28.9%
Other Sources and (Uses)				
Debt Service	(11,795,628)	(12,010,020)	214,392	-1.8%
Reserve Balance (Increase)	(3,675,513)	(3,129,698)	(545,815)	14.9%
Depreciation	(5,777,731)	(6,055,996)	278,265	-4.8%
Total other uses	(21,248,872)	(21,195,714)	(53,158)	0.3%
Net increase	\$ 1,012,506	\$ 7,492,628	\$ 6,480,122	640.0%
	Landing Fee Rate			
Landed weight	7,985,821	8,307,396	321,574	4.0%
Landing fee	\$ 1.60	\$ 1.64	\$ 0.04	2.5%
	Terminal Rental Rate			
Square footage	154,599	156,236	1,637	1.1%
Terminal rental rate	\$ 80.00	\$ 91.65	\$ 11.65	14.6%

**ONTARIO INTERNATIONAL AIRPORT AUTHORITY
BUDGET - TOTAL OPERATING EXPENSES BY DIVISION AND DEPARTMENT
FOR THE YEAR ENDING JUNE 30, 2023 AND 2022**

	Amended Budget FY 2022	Proposed Budget FY 2023	Increase (Decrease) FY 2023 Proposed vs FY 2022 Amended	
			\$	%
Operations:				
Operations	\$ 732,762	\$ 782,874	\$ 50,112	6.8%
Public Safety	19,580,132	21,607,162	2,027,030	10.4%
Airfield Operations	4,900,040	5,667,507	767,467	15.7%
Security	5,109,827	6,099,893	990,066	19.4%
Emergency Management	546,407	629,253	82,846	15.2%
Vehicle and Equipment Maintenance	1,086,449	2,073,717	987,268	90.9%
Landside Operations	7,610,063	7,740,121	130,058	1.7%
Total Operations	39,565,680	44,600,527	5,034,847	12.7%
Capital Development:				
Planning	5,659,222	6,217,062	557,840	9.9%
Project Management	2,208,611	2,218,998	10,387	0.5%
Total Capital Development	7,867,833	8,436,060	568,227	7.2%
Commercial:				
Commercial Department	2,231,746	2,641,501	409,755	18.4%
Commercial Real Estate	674,596	825,552	150,956	22.4%
Ground Transportation	6,950,251	7,076,469	126,218	1.8%
Film Services	329,250	157,500	(171,750)	-52.2%
Total Commercial	10,185,843	10,701,022	515,179	5.1%
Marketing and Air Service Strategy:				
Marketing and Communication	5,086,913	6,837,231	1,750,318	34.4%
Digital	1,338,420	2,010,786	672,366	50.2%
Customer Experience	984,249	1,480,901	496,652	50.5%
Air Service Development	744,204	676,290	(67,914)	-9.1%
Total Marketing and Air Service Strategy	8,153,786	11,005,208	2,851,422	35.0%
Executive:				
Executive Office	4,527,728	5,450,479	922,751	20.4%
Human Resources	484,920	709,079	224,159	46.2%
Risk Management	1,119,549	1,284,838	165,289	14.8%
Government Relations	424,710	463,787	39,077	9.2%
Information Technology	2,833,254	3,623,220	789,966	27.9%
Procurement	357,946	416,372	58,426	16.3%
Total Executive	9,748,107	11,947,775	2,199,668	22.6%
Finance:				
Financial Accounting and Reporting	1,188,647	1,797,123	608,476	51.2%
Budget and Finance	266,494	474,363	207,869	78.0%
Total Finance	1,455,141	2,271,486	816,345	56.1%
Total Operating Expenses	\$ 76,976,390	\$ 88,962,078	\$ 11,985,688	15.6%

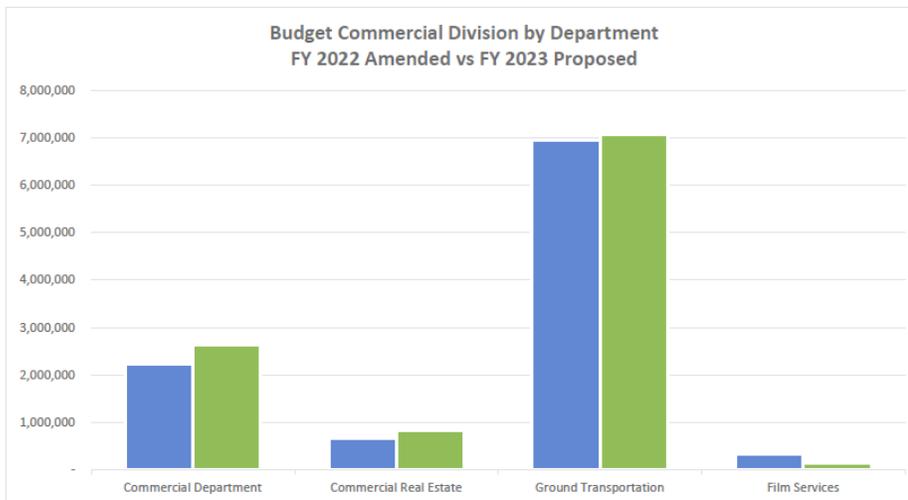
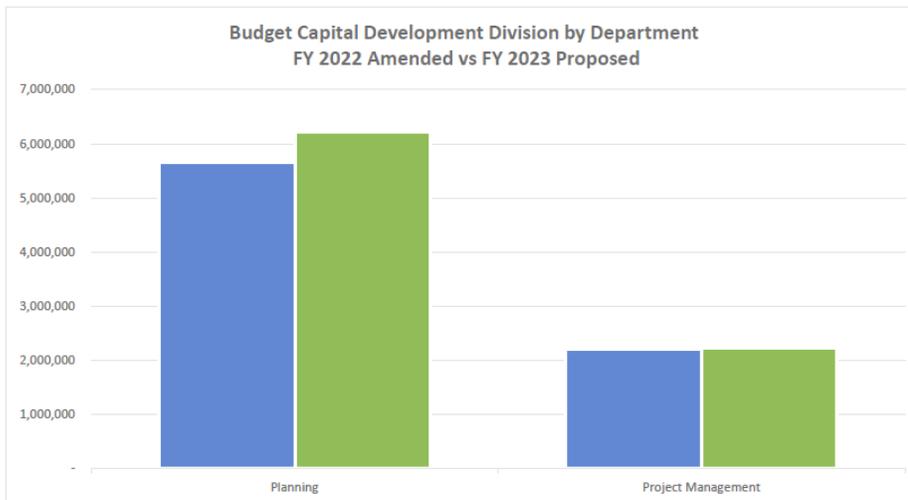
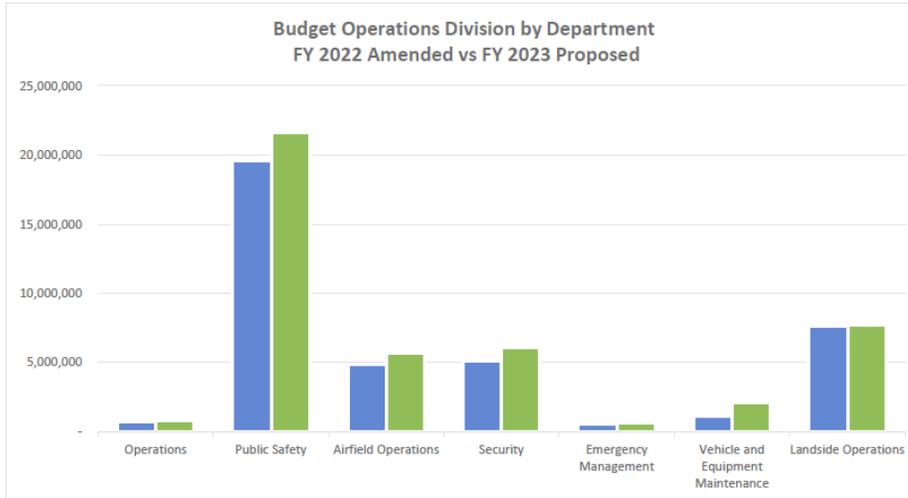
**ONTARIO INTERNATIONAL AIRPORT AUTHORITY
BUDGET - TOTAL OPERATING EXPENSES BY DIVISION AND DEPARTMENT
FOR THE YEAR ENDING JUNE 30, 2023 AND 2022**



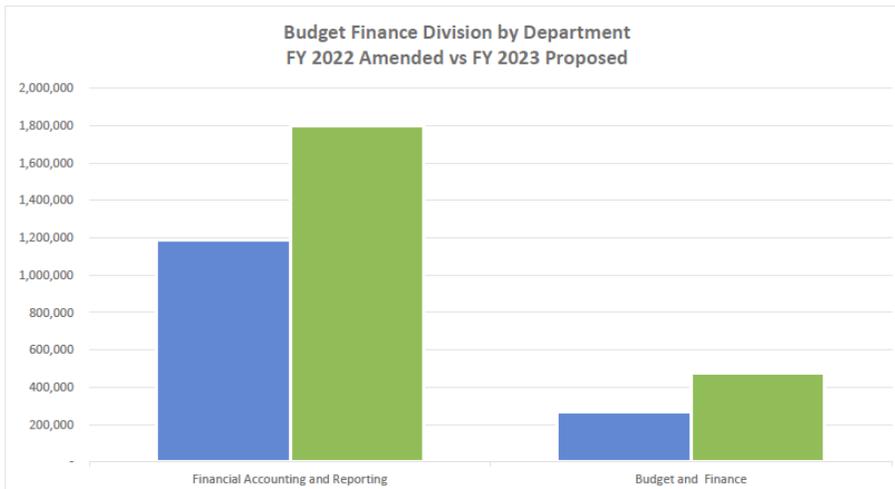
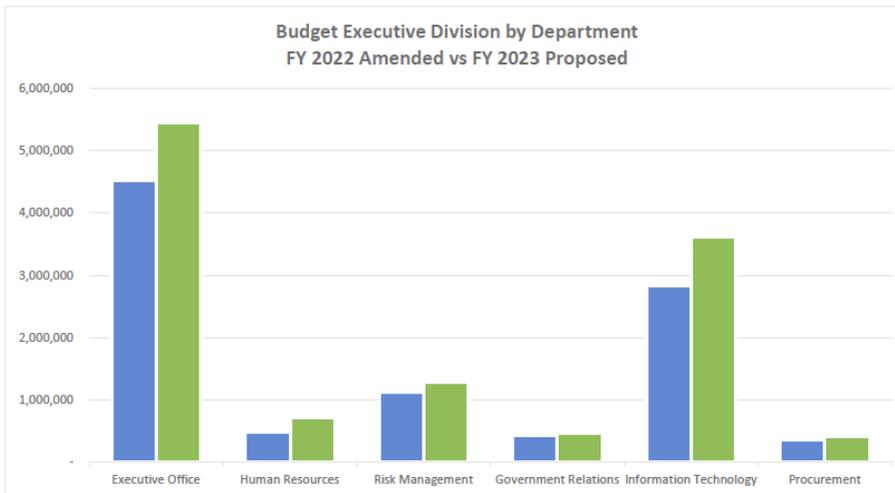
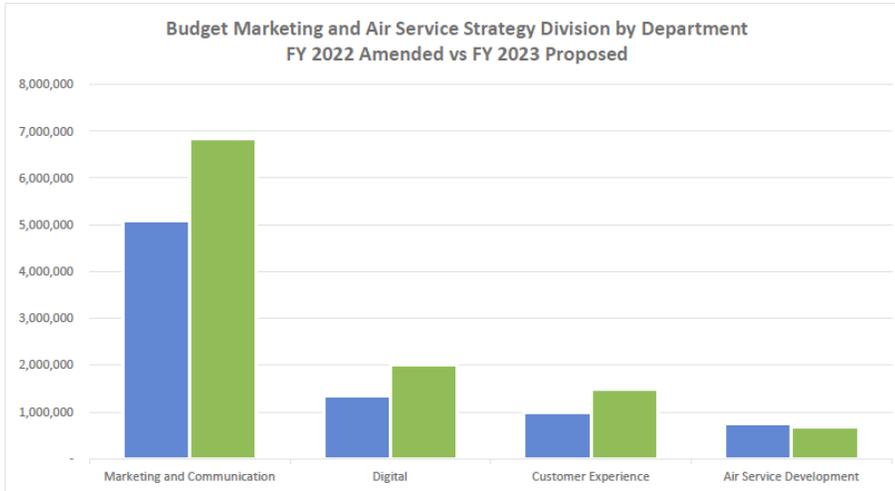
**ONTARIO INTERNATIONAL AIRPORT AUTHORITY
BUDGET - TOTAL OPERATING EXPENSES BY DIVISION AND DEPARTMENT
FOR THE YEARS ENDING JUNE 30, 2023 AND 2022**

	Amended Budget FY 2022	% of Total Operating Expense	Proposed Budget FY 2023
Operations:			
Operations	\$ 732,762	1.0%	\$ 782,874
Public Safety	19,580,132	25.4%	21,607,162
Airfield Operations	4,900,040	6.4%	5,667,507
Security	5,109,827	6.6%	6,099,893
Emergency Management	546,407	0.7%	629,253
Vehicle and Equipment Maintenance	1,086,449	1.4%	2,073,717
Landside Operations	7,610,063	9.9%	7,740,121
Total Operations	39,565,679	51.4%	44,600,527
Capital Development:			
Planning	5,659,222	7.4%	6,217,062
Project Management	2,208,611	2.9%	2,218,998
Total Capital Development	7,867,833	10.3%	8,436,060
Commercial:			
Commercial Department	2,231,746	2.9%	2,641,501
Commercial Real Estate	674,596	0.9%	825,552
Ground Transportation	6,950,251	9.0%	7,076,469
Film Services	329,250	0.4%	157,500
Total Commercial	10,185,843	13.2%	10,701,022
Marketing and Air Service Strategy:			
Marketing and Communication	5,086,913	6.6%	6,837,231
Digital	1,338,420	1.7%	2,010,786
Customer Experience	984,249	1.3%	1,480,901
Air Service Development	744,204	1.0%	676,290
Total Marketing and Air Service Strategy	8,153,786	10.6%	11,005,208
Executive:			
Executive Office	4,527,728	5.9%	5,450,479
Human Resources	484,920	0.6%	709,079
Risk Management	1,119,549	1.5%	1,284,838
Government Relations	424,710	0.6%	463,787
Information Technology	2,833,254	3.7%	3,623,220
Procurement	357,946	0.5%	416,372
Total Executive	9,748,107	12.8%	11,947,775
Finance:			
Financial Accounting and Reporting	1,188,647	1.5%	1,797,123
Budget and Finance	266,494	0.3%	474,363
Total Finance	1,455,141	1.8%	2,271,486
Total Operating Expenses	\$ 76,976,389	100.0%	\$ 88,962,078

**ONTARIO INTERNATIONAL AIRPORT AUTHORITY
BUDGET - OIAA BY DIVISION AND DIVISIONS BY DEPARTMENT
FOR THE YEARS ENDING JUNE 30, 2023 AND 2022**



**ONTARIO INTERNATIONAL AIRPORT AUTHORITY
BUDGET - OIAA BY DIVISION AND DIVISIONS BY DEPARTMENT
FOR THE YEARS ENDING JUNE 30, 2023 AND 2022**



**ONTARIO INTERNATIONAL AIRPORT AUTHORITY
BUDGET - TOTAL DIVISION BY EXPENSE CATEGORY
FOR THE YEARS ENDING JUNE 30, 2023 AND 2022**

Proposed Budget FYE 2023

	Operations	Commercial	Executive	Finance	Capital Development	Marketing and Air Service Strategy	Total
Personnel							
Salaries, wages and overtime	\$ 2,438,671	\$ 1,130,095	\$ 2,370,707	\$ 1,016,298	\$ 1,295,921	\$ 2,142,811	\$ 10,394,503
Employee benefits and taxes	633,002	271,423	605,007	273,728	337,491	544,244	2,664,896
Total personnel	3,071,673	1,401,518	2,975,714	1,290,026	1,633,412	2,687,055	13,059,398
Nonpersonnel							
Public safety	21,175,717	-	-	-	-	-	21,175,717
Contractual services	11,412,771	8,112,938	6,017,986	795,696	6,700,248	2,512,837	35,552,476
Insurance and administration	18,600	751,825	1,251,000	98,536	-	27,500	2,147,461
Materials and supplies	1,207,887	30,500	668,400	5,000	6,000	2,000	1,919,787
Telecommunications and utilities	6,959,600	-	333,500	-	-	-	7,293,100
Other operating expenses	754,280	404,241	701,175	82,228	96,400	5,775,816	7,814,140
Total nonpersonnel	41,528,855	9,299,504	8,972,061	981,460	6,802,648	8,318,153	75,902,681
Total operating expenses	\$ 44,600,528	\$ 10,701,022	\$ 11,947,775	\$ 2,271,486	\$ 8,436,060	\$ 11,005,208	\$ 88,962,079

Amended Budget FYE 2022

	Operations	Commercial	Executive	Finance	Capital Development	Marketing and Air Service Strategy	Total
Personnel							
Salaries, wages and overtime	1,665,134	\$ 904,804	1,801,495	\$ 786,430	989,003	\$ 1,492,416	\$ 7,639,283
Employee benefits and taxes	362,052	203,892	419,882	211,564	265,723	344,622	1,807,736
Total personnel	2,027,186	1,108,696	2,221,377	997,994	1,254,726	1,837,039	9,447,019
Nonpersonnel							
Public safety	19,249,453	-	-	-	-	-	19,249,453
Contractual services	9,615,143	8,207,200	5,027,932	340,097	6,570,607	2,024,125	31,785,104
Insurance and administration	27,850	459,600	1,075,577	40,050	-	39,000	1,642,077
Materials and supplies	1,297,887	8,000	440,500	-	6,000	-	1,752,387
Telecommunications and utilities	5,459,600	-	300,000	-	-	-	5,759,600
Other operating expenses	1,888,560	402,346	682,722	77,000	36,500	4,253,622	7,340,750
Total nonpersonnel	37,538,493	9,077,146	7,526,731	457,147	6,613,107	6,316,747	67,529,371
Total operating expenses	\$ 39,565,680	\$ 10,185,842	\$ 9,748,108	\$ 1,455,141	\$ 7,867,833	\$ 8,153,786	\$ 76,976,390

**ONTARIO INTERNATIONAL AIRPORT AUTHORITY
BUDGET - OPERATING EXPENSES BY DIVISION
FOR THE YEARS ENDING JUNE 30, 2023 AND 2022**

OPERATIONS DIVISION

	Amended FY 2022	Proposed FY 2023	Increase (Decrease) FY 2023 Proposed vs FY 2022 Amended	
			\$	%
Personnel				
Salaries, wages and overtime	\$ 1,665,134	\$ 2,438,671	\$ 773,537	46.45%
Employee benefits and taxes	362,052	633,002	270,950	74.84%
Total personnel	2,027,186	3,071,673	1,044,487	51.52%
Nonpersonnel				
Public safety	19,249,453	21,175,717	1,926,264	10.01%
Contractual services	9,615,143	11,412,771	1,797,627	18.70%
Insurance and administration	27,850	18,600	(9,250)	-33.21%
Materials and supplies	1,297,887	1,207,887	(90,000)	-6.93%
Telecommunications and utilities	5,459,600	6,959,600	1,500,000	27.47%
Other operating expenses	1,888,560	754,280	(1,134,280)	-60.06%
Total nonpersonnel	37,538,493	41,528,855	3,990,361	10.63%
Total operating expenses	\$ 39,565,680	\$ 44,600,528	\$ 5,034,848	12.73%

COMMERCIAL DIVISION

	Amended FY 2022	Proposed FY 2023	Increase (Decrease) FY 2023 Proposed vs FY 2022 Amended	
			\$	%
Personnel				
Salaries, wages and overtime	\$ 904,804	\$ 1,130,095	\$ 225,291	24.90%
Employee benefits and taxes	203,892	271,423	67,531	33.12%
Total personnel	1,108,696	1,401,518	292,821	26.41%
Nonpersonnel				
Contractual services	8,207,200	8,112,938	(94,262)	-1.15%
Insurance and administration	459,600	751,825	292,225	63.58%
Materials and supplies	8,000	30,500	22,500	281.25%
Other operating expenses	402,346	404,241	1,895	0.47%
Total nonpersonnel	9,077,146	9,299,504	222,358	2.45%
Total operating expenses	\$ 10,185,842	\$ 10,701,022	\$ 515,179	5.06%

**ONTARIO INTERNATIONAL AIRPORT AUTHORITY
BUDGET - OPERATING EXPENSES BY DIVISION
FOR THE YEARS ENDING JUNE 30, 2023 AND 2022**

EXECUTIVE DIVISION

	Amended FY 2022	Proposed FY 2023	Increase (Decrease) FY	
			\$	%
Personnel				
Salaries, wages and overtime	\$ 1,801,495	\$ 2,370,707	\$ 569,212	31.60%
Employee benefits and taxes	419,882	605,007	185,125	44.09%
Total personnel	2,221,377	2,975,714	754,337	33.96%
Nonpersonnel				
Contractual services	5,027,932	6,017,986	990,054	19.69%
Insurance and administration	1,075,577	1,251,000	175,423	16.31%
Materials and supplies	440,500	668,400	227,900	51.74%
Telecommunications and utilities	300,000	333,500	33,500	11.17%
Other operating expenses	682,722	701,175	18,453	2.70%
Total nonpersonnel	7,526,731	8,972,061	1,445,330	19.20%
Total operating expenses	\$ 9,748,108	\$ 11,947,775	\$ 2,199,667	22.57%

FINANCE DIVISION

	Amended FY 2022	Proposed FY 2023	Increase (Decrease) FY	
			\$	%
Personnel				
Salaries, wages and overtime	\$ 786,430	\$ 1,016,298	\$ 229,868	29.23%
Employee benefits and taxes	211,564	273,728	62,164	29.38%
Total personnel	997,994	1,290,026	292,032	29.26%
Nonpersonnel				
Contractual services	340,097	795,696	455,599	133.96%
Insurance and administration	40,050	98,536	58,486	146.03%
Materials and supplies	-	5,000	5,000	100.00%
Other operating expenses	77,000	82,228	5,228	6.79%
Total nonpersonnel	457,147	981,460	524,313	114.69%
Total operating expenses	\$ 1,455,141	\$ 2,271,486	\$ 816,345	56.10%

**ONTARIO INTERNATIONAL AIRPORT AUTHORITY
BUDGET - OPERATING EXPENSES BY DIVISION
FOR THE YEARS ENDING JUNE 30, 2023 AND 2022**

CAPITAL DEVELOPMENT DIVISION

	Amended FY 2022	Proposed FY 2023	Increase (Decrease) FY	
			\$	%
Personnel				
Salaries, wages and overtime	\$ 989,003	\$ 1,295,921	\$ 306,918	31.03%
Employee benefits and taxes	265,723	337,491	71,768	27.01%
Total personnel	1,254,726	1,633,412	378,686	30.18%
Nonpersonnel				
Contractual services	6,570,607	6,700,248	129,641	1.97%
Materials and supplies	6,000	6,000	-	0.00%
Other operating expenses	36,500	96,400	59,900	164.11%
Total nonpersonnel	6,613,107	6,802,648	189,541	2.87%
Total operating expenses	\$ 7,867,833	\$ 8,436,060	\$ 568,227	7.22%

MARKETING AND AIR SERVICE STRATEGY DIVISION

	Amended FY 2022	Proposed FY 2023	Increase (Decrease) FY	
			\$	%
Personnel				
Salaries, wages and overtime	\$ 1,492,416	\$ 2,142,811	\$ 650,395	43.58%
Employee benefits and taxes	344,622	544,244	199,622	57.92%
Total personnel	1,837,039	2,687,055	850,017	46.27%
Nonpersonnel				
Contractual services	2,024,125	2,512,837	488,712	24.14%
Insurance and administration	39,000	27,500	(11,500)	-29.49%
Materials and supplies	-	2,000	2,000	100.00%
Other operating expenses	4,253,622	5,775,816	1,522,194	35.79%
Total nonpersonnel	6,316,747	8,318,153	2,001,406	31.68%
Total operating expenses	\$ 8,153,786	\$ 11,005,208	\$ 2,851,423	34.97%

1. PROJECT OVERVIEW

The projects requested for the FY 2023 Proposed Capital Improvement Program (CIP) at ONT are summarized in the following table. Brief project descriptions can be found in Section 2 of this document. Projects longer than 12 months would span multiple fiscal years and the full cost magnitude would not be incurred in FY 2023.

TABLE 1: FY2023 CAPITAL IMPROVEMENT PROGRAM PROJECTS

Section	Project	Duration	Cost Magnitude (Rounded to Nearest 1,000)	2023 Budget Appropriation
2.1	Security			
2.1.1	VMWare Server Replacement	3 months	\$ 286,000	\$ 286,000
2.1.2	ARFF Station Alert System	6 months	215,000	215,000
	Sub-total		501,000	501,000
2.2	Airside			
2.2.1	Terminal 1 Apron Rehabilitation	2 years	12,500,000	1,250,000
2.2.2	Vehicle Service Road Reconstruction	1 year	700,000	700,000
	Sub-total		13,200,000	1,950,000
2.3	Landside			
2.3.1	Traffic Flow Improvements	6 months	125,000	125,000
2.3.2	Parking Lot Improvements	3 years	21,000,000	4,200,000
2.3.3	Ground Transportation Management System	1 year	450,000	450,000
	Sub-total		21,575,000	4,775,000
2.4	Terminal			
2.4.1	CUTE Stanchions/Panels	2 months	100,000	100,000
2.4.2	CUTE/CUPPS Millwork	1 year, 6 months	3,100,000	500,000
2.4.3	CUTE Equipment/Kiosks	6 months	1,000,000	1,000,000
2.4.4	Power Up ONT – Device Power Options in the Terminals	1 year	1,000,000	1,000,000
2.4.5	Relax ONT – Terminal Seating	1 year	1,000,000	1,000,000
2.4.6	Terminal Chillers and Cooling Towers Replacements	1 year, 6 months	3,000,000	1,800,000
2.4.7	Terminal Roof Replacement	1 year	3,200,000	3,200,000
2.4.8	UV-C Ultraviolet Germicidal Irradiation in Air Handling Units	6 months	1,000,000	1,000,000
2.4.9	Elevator Upgrades	9 months	1,000,000	1,000,000
2.4.10	Terminal 2 Emergency Generator Fuel Tank	6 months	540,000	540,000
2.4.11	Pre-Conditioned Air Units (26 Gates)	6 months	2,750,000	2,750,000
	Sub-total		17,690,000	13,890,000
2.5	Facilities			
2.5.1	Administration Office Reconfiguration	9 months	485,000	485,000
2.5.2	Administration Office Electric Vehicle Charging Stations	4 months	60,000	60,000
2.5.3	Garage Modifications for Proterra Buses	3 months	250,000	250,000
	Sub-total		795,000	795,000

Section	Project	Duration	Cost Magnitude (Rounded to Nearest 1,000)	2023 Budget Appropriation
2.6.1	Airfield Sweeper	2 months	600,000	600,000
2.6.2	800MHz Portable Radios	1 month	450,000	450,000
2.6.3	OIAA Fleet Vehicles	1 month	200,000	200,000
2.6.4	Three Airfield Tractors	3 months	200,000	200,000
Sub-total			1,450,000	1,450,000
2.7 Information Technology				
2.7.1	Atlas IED Paging System	1 month	100,000	100,000
Sub-total			100,000	100,000
Total Capital Improvement Plan:			\$ 55,311,000	\$ 23,461,000

NOTES: *CIP is not final and may have additional changes to both projects and costs.

FY - Fiscal Year

CUTE - Common Use Terminal Equipment

CUPPS - Common Use Passenger Processing Systems

ARFF - Aircraft Rescue and Firefighting

Projects longer than 12 months would span multiple fiscal years and the full cost magnitude would not be incurred in FY 2023.

SOURCE: OIAA FY2023 Call for Projects, prepared by Ricondo, May 2022.

2. PROJECT DESCRIPTIONS

2.1 SECURITY PROJECTS

2.1.1 VMWARE SERVER REPLACEMENT

Install a VMWare VXRail Hyper-Converged infrastructure (a unified system that combines all the elements of a traditional data center: storage, compute, networking, and management) to replace the current stand-alone VMWare servers. This new solution would provide redundancy that is not currently built into the current solution and would lower the overall VMWare server count from six to four. This new solution would also allow for the Airport to leverage the cloud as a disaster recovery site. The proposed solution would include hardware, installation, five years of hardware support, and three years of cloud disaster recovery.

The server room is on the ground level of Terminal 2 near aircraft parking positions, and the servers could be compromised in the event of a jet-fuel leak or airfield fire. Cloud disaster recovery would ensure that critical data are not lost.

The current VMWare environment was designed by LAWA for the transfer of Airport ownership in 2016. The environment was designed to stand up critical infrastructure quickly with the least amount of cost. This current configuration is near its end of life and does not follow the best practices of deploying VMWare.

The critical infrastructure that is supported by the older servers includes, but is not limited to, Windows authentication services, Records Management applications, fuel tracking software, Airport security applications, old financial data, and cyber security tools. If the hardware running the VMWare environment is not replaced, the Airport risks internal service interruptions or data loss.

Costs include first-year costs for hardware, installation, and services, while subscription and maintenance fees for subsequent years would be included in the OIAA annual operating budget.

Approximate Duration: 3 months

Cost Magnitude: \$286,000

2.1.2 ARFF STATION ALERT SYSTEM

This project includes installation of a new alert system for all emergency notifications and calls at the Ontario International Airport (ONT) Aircraft Rescue and Fire Fighting (ARFF) Station 10. This new alerting system is required as a system wide update throughout all the fire stations within the City of Ontario. Additionally, the existing system is antiquated and no longer supported from a parts and servicing perspective. This new system incorporates newer technology and better software solutions.

This project ensures that ONT ARFF has the best technology and systems to continue to meet and exceed federal requirements and response times.

Approximate Duration: 6 months

Cost Magnitude: \$215,000

2.2 AIRSIDE/ACIP PROJECTS

2.2.1 TERMINAL 1 APRON REHABILITATION

Reconstruct the Terminal 1 apron. This project is not covered under the three-year runway rehabilitation program. During the most recent evaluation of the pavement, which has been documented in the Airport Pavement Management Plan (APMP), the entire Terminal 1 apron was noted as needing full reconstruction. The apron has crumbling and deteriorating concrete; gates 4-9 specially have large cracks, fissures, and pop-outs. These cracks have been continuously repaired multiple times over the years with various materials including sika flex, joint compound, asphalt crack sealant, and concrete replacement materials.

Since passenger flights ceased operating out of Terminal 1, the fleet using the Terminal 1 apron has shifted from narrow-body and regional jets to wide-body cargo jets. This has placed greater load on the Terminal 1 apron. If the apron is not rehabilitated, it may become an unusable surface.

Approximate Duration: 2 years

Cost Magnitude: \$12,500,000

2.2.2 VEHICLE SERVICE ROAD RECONSTRUCTION

This project includes the reconstruction of the vehicle service road (VSR) which is a designated roadway on the airside portion of the airport specifically for the movement of refueling vehicles, ground support equipment, and operational vehicles used by all airfield operators. Sections of the VSR are anticipated to be rehabilitated or reconstructed in conjunction with the three-year runway rehabilitation program. This project is intended to specifically capture areas of the VSR not included in the runway program or is an area identified as needing immediate repair.

During the most recent pavement evaluation study which was included in the Airport Pavement Management Plan (APMP), the Pavement Condition Index (PCI) for a majority of the VSR was noted as poor. It has disintegrated to the point that normal crack seal or slurry seal will not repair the condition of the roadway. The project will remediate the poor conditions of the VSR. A well-constructed and hazard-free VSR is essential for effective airside operations of these vehicles.

It is anticipated that the majority of this project will include 4,400 linear feet of VSR between the Terminal 4 ramp and the UPS ramp.

Approximate Duration: 1 year

Cost Magnitude: \$700,000

2.3 LANDSIDE PROJECTS

2.3.1 TRAFFIC FLOW IMPROVEMENTS

This project includes various improvements to landside access roadways, including new signage and wayfinding; a revised striping plan for the pavement and sidewalk areas; and establishing dedicated areas for transportation network companies (TNCs), taxis, and shuttles.

Traffic issues caused by inadequate signage and poor lane/parking striping create delays in bus routes as well as safety concerns for pedestrians. Designated area for TNCs, taxis, and/or shuttles need to be better defined for customers and those companies.

Investment into existing facilities is required to ensure continuity and safety of operations at an appropriate level of service.

Approximate Duration: 6 months

Cost Magnitude: \$125,000

2.3.2 PARKING LOT IMPROVEMENTS

The Parking Lot Improvements project was previously approved by the OIAA Commission in 2021. Additional planning work performed since then, including a pavement condition assessment, has revealed that more significant improvements and modifications are required within the terminal parking lots. The existing project has been approved by the board with a budget of \$9M which is largely earmarked for Lot 6 construction and various modifications to the existing surface lots, including an asphalt overlay and restriping. This proposed project allocates an additional \$21M to include the following:

- Reconfigure the intersections of circulation and through roads within Lots 2 through 5 as well as the intersections with Terminal Way to improve the ONT shuttle bus route through the lots and to the rental car facility.
- Remove or add pedestrian curbs within the lots to enhance the pedestrian experience, minimize conflicts between pedestrians and vehicles, or create opportunities to introduce additional parking stalls.
- Remove or add portions of circulation and through roads within the lots to align with any reconfigured intersections or entry/exit plazas.
- Implement revenue control strategies such as open access, card access/egress, etc.
- Replace the emergency phones in the lots.
- New signage and wayfinding to and from, and within the lots, on all airport roadways.
- EV charging stations.
- Additional parking capacity and stalls to meet the current demand during the peak holiday season from November through January
- ADA Compliance

Approximate Duration: 3 years

Cost Magnitude: \$21,000,000

2.3.3 GROUND TRANSPORTATION MANAGEMENT SYSTEM

Purchase a commercially available specialized Ground Transportation Management System (GTMS) and supporting hardware. A GTMS is needed to fully account for all ground transportation service providers transacting on airport property and to ensure all revenue from these sources are captured.

Through the use of overhead cameras and RFID readers installed on Terminal Way, the system would use license plate recognition and vehicle transponders to monitor entries and exits into the curbside system by vehicle type and operator. The system could measure dwell times and detection of unauthorized ground transportation service providers at ONT. The software would also allow OIAA staff to instantly enter new service providers into the system and charge the appropriate fees to the correct number of vehicles. This project would include the installation of cameras and equipment, including collaboration with IT for fiber and cables. The structures supporting the cameras are already in place.

The OIAA currently relies on self-reported data submitted on the "honor system" by ground transportation operators for data analysis and billing purposes. Curbside enforcement staff are limited and cannot cite all operators not abiding by airport rules and regulations regarding trips and dwell time limits. The process for single-use permits is time-consuming for all parties – ground transportation operators, PCI parking staff, and OIAA ground transportation staff.

Currently, Transportation Charter Parties (TCP) such as limousines, executive vehicles, offsite shuttles, and other chartered vehicles are charged based on the self-reported "honor system" whereby such vehicles entering airport property to conduct business are required to obtain a trip ticket from the parking office and pay the appropriate permit fee per trip. Taxis also self-report their trips, and hotel shuttles pay an annual fee per self-reported shuttle. With this current self-reported system, there is no way for the airport to verify, short of costly audits, the actual number of trips and vehicles from any of these parties that are transacting on airport property. Dwell time limits are also not being enforced and revenue from excessive dwell time is not able to be collected by the airport. As a result, the airport is not maximizing the potential revenue available from these sources. Transportation Network Companies (TNC) like Uber and Lyft are currently being tracked with a geofence, however the GTMS will also be able to track TNC vehicles. The geofence solution is not a viable option for the other vehicle categories due to logistical limitations of the different business models.

Implementation of a commercial GTMS would increase revenue by approximately 5% or more while also preventing the anticipated loss of revenue in January 2023 when hotel shuttles will be considered TCPs by state law, exempting them from the current annual fee. Current revenue from TCP's alone average only approximately \$100 per month, which based on other airports is low. ONT is the only airport in the region not currently implementing a GTMS.

Such a system would also free up OIAA ground transportation staff to focus on more important initiatives and efforts rather than dedicating significant time to routine tasks such as tracking, data analysis, billing, and citations/enforcement.

Approximate Duration: 1 year

Cost Magnitude: \$450,000

2.4 TERMINAL PROJECTS

2.4.1 CUTE STANCHIONS/PANELS

Purchase stanchions/panels and ONT-branded belts to complement the Common Use Terminal Equipment/Common Use Passenger Processing System (CUTE/CUPPS) in Terminal 2. Equipment will be used by all airlines that use the CUTE/CUPPS system.

The OIAA is bringing the CUTE/CUPPS system to Terminal 2. All equipment in use at the ticketing lobby and at the gates is currently airline-specific; therefore, the OIAA must provide Airport-owned specific equipment and furnishings to replace such items in the common areas to create a unified look and to meet the purpose of common use. The OIAA needs to provide Airport-owned equipment and furnishings so that once CUTE/CUPPS is available, airlines will not be required to place and remove stanchions, signage, etc. after each operation. This also allows the OIAA to decrease needs for storage of airline-specific equipment, as all airlines will use the Airport-owned equipment.

Approximate Duration: 2 months

Cost Magnitude: \$100,000

2.4.2 CUTE/CUPPS MILLWORK

New millwork is needed for all ticketing counter positions, gate counters, and customer service counters located throughout the Terminal 2 check-in area and gate holdrooms as a part of the implementation of CUTE/CUPPS. This millwork will be designed for the new equipment as a part of the system. The new millwork will provide uniformity in design and a modernized look to Terminal 2. Costs included with this project are anticipated to cover both design and construction of all needed millwork.

Approximate Duration: 1 year, 6 months

Cost Magnitude: \$3,100,000

2.4.3 CUTE EQUIPMENT/KIOSKS

As the CUTE/CUPPS program progresses there has been additional equipment and kiosks identified as a part of the implementation of the system in Terminal 2, and effectively expanding the program to the entire Terminal. This equipment will be utilized by all airlines operating from Terminal 2.

This project entails the replacement of airline specific terminal and passenger processing equipment with common-use systems. The common-use systems will be Airport-owned and used by all airlines in Terminal 2.

Approximate Duration: 6 months

Cost Magnitude: \$1,000,000

2.4.4 POWER UP ONT – DEVICE POWER OPTIONS IN THE TERMINAL

“Power Up ONT” will provide additional power outlets in the passenger terminals. The outlets may be added in one or multiple ways, including: installation of after-market chargers and outlet extensions, integration with holdroom seating, integration with tables, charging stations or towers.

The Airport recognizes the need to increase the number of outlets or chargers for powering personal devices to increase the customer experience. The 1990's terminal design did not include outlets to accommodate the current demand for personal devices requiring charging. Unfortunately, many ONT passengers are forced to sit on the floor, against the wall, or around a column in various areas of the terminals to find a place to plug in and charge their device.

Approximate Duration: 1 year

Cost Magnitude: \$1,000,000

2.4.5 RELAX ONT – TERMINAL SEATING

This project will replace aged seating furniture in the passenger terminals as well as add new ones. This project is intended to provide an elevated customer experience and will improve the overall appearance and ambiance, of the terminals as this may include different seating options for passengers. Additionally, facilities have had to resort to using old seating furniture from Terminal 1 as the furniture in the terminals are failing to a point they cannot be repaired or used.

Approximate Duration: 1 year

Cost Magnitude: \$1,000,000

2.4.6 TERMINAL CHILLERS AND COOLING TOWERS REPLACEMENTS

Purchase and installation of new and more efficient chillers and cooling towers to replace the existing units in Terminal 2 and Terminal 4. The existing chillers in the terminals are the original from when the terminal was constructed in 1998. The existing cooling towers, which are air cooled, no longer perform to specification and design. During high-temperature days, the towers are only capable of a 4-to-6-degree difference in supply and return water temperatures, though they were designed for an 8 to 9-degree difference.

The Facilities Condition Assessment identified the need to overhaul the terminal chillers (i.e., repair and replace those components which are at risk of failing). However, the complete replacement of the chillers is requested to reduce long-term spending on maintenance costs. In addition, newer designs of chiller systems right-size chillers using an uneven division of chiller capacity by deploying chillers of different sizes. This approach can be implemented in this project and would allow the chilled water system to maximize the full-load efficiency of the chiller, resulting in lower life-cycle costs.

Approximate Duration: 1 year, 6 months

Cost Magnitude: \$3,000,000

2.4.7 TERMINAL ROOF REPLACEMENT

Replace the existing composition terminal building roofs. The current building roofs are the original construction from 1998 and are nearing their useful life expectancy. Facility inspections that were conducted identified multiple deficiencies and failures causing continual leaks and continual maintenance/repairs. Delaying this project could result in more water leaks, inefficient air flow, increased maintenance costs, and higher utility bills.

Approximate Duration: 1 year

Cost Magnitude: \$3,200,000

2.4.8 UV-C/ULTRAVIOLET GERMICIDAL IRRADIATION IN AIR HANDLING UNITS

Installation of UV-C lights in the Air Handling Units (AHUs) in Terminals 2 and 4 as ultraviolet germicidal irradiation. The bulbs used in the system come with a 3-year warranty and an expected 5-year lifespan. The bulbs' effective life is up to 60,000 hours, contrasted with a traditional UV-C bulb's effective life of 8,000-12,000 hours.

UV-C light and irradiation systems in AHUs have been shown to kill a range of pathogens, including harmful bacteria and viruses. The AHUs at ONT currently do not have such germicidal systems, which may be helpful in reducing the spread of airborne diseases and transmission.

While such systems are not visible to the traveling public, implementing such systems may spotlight ONT and its efforts to improve public health.

Approximate Duration: 6 months

Cost Magnitude: \$1,000,000

2.4.9 ELEVATOR UPGRADES

These upgrades include the complete replacement and installation of new electrical components and equipment for five elevators, including the two main elevators in both terminals, two freight elevators in both terminals, and one elevator in the OIAA Administration building. This project ensures safety and continuity of operations for both passengers and tenants within the terminal building.

Approximate Duration: 9 months

Cost Magnitude: \$1,000,000

2.4.10 TERMINAL 2 EMERGENCY GENERATOR FUEL TANK

Installation of a diesel fuel, Above-ground Storage Tank (AST), located to the north of the terminal building. This AST will serve as the main fuel source to feed (2) two existing 150-gallon day tanks for the terminal emergency generator systems. An old underground fuel tank which fed the emergency power generator was removed and not replaced. As a result, the capacity of the tanks cannot support the generators for long periods of time requiring the maintenance team has to continually fill the smaller tanks.

Approximate Duration: 6 months

Cost Magnitude: \$540,000

2.4.11 PRE-CONDITIONED AIR UNITS (26 GATES)

This project includes the installation of Pre-Conditioned Air (PCA) units at all 26 gates located within Terminal 2 and Terminal 4. These units provide an external supply of conditioned air for parked aircraft at a gate. External PCA systems reduce air emissions and are more economical for the airlines.

Approximate Duration: 6 months

Cost Magnitude: \$2,750,000

2.5 FACILITIES PROJECTS

2.5.1 ADMINISTRATION OFFICE RECONFIGURATION

Purchase additional cubicles, conference tables, and chairs for the OIAA administration offices. Reconfigure the office layout to optimize occupancy and the health and safety of employees. The administration offices lack adequate seats and meeting spaces to accommodate the needs of OIAA staff. Furthermore, the administration staff is growing and running out of workspaces for new hires. The project is needed to enable the OIAA to continue expanding its workforce and to conduct day-to-day operations more effectively while protecting the health and safety of staff.

Approximate Duration: 9 months

Cost Magnitude: \$485,000

2.5.2 ADMINISTRATION OFFICE ELECTRIC VEHICLE CHARGING STATIONS

This project will add four electric vehicle (EV) charging stations to the existing parking lot serving the Ontario International Airport Authority (OIAA) Administration building. Each station is capable of charging two vehicles and will enable eight vehicles to charge at the same time. The estimated cost includes design, infrastructure, and installation.

The addition of EV charging stations can enable and may encourage OIAA staff or visitors to drive EVs. Encouraging use of EVs may result in fewer greenhouse gases emitted around the Airport.

Approximate Duration: 4 months

Cost Magnitude: \$60,000

2.5.3 GARAGE MODIFICATIONS FOR PROTERRA BUSES

The OIAA is procuring electric Proterra buses to be operated on the on-Airport shuttle loops between terminals, the rental car center, and parking lots. To accommodate this new fleet, this project will be implemented to make modifications to the existing maintenance garage, including a lift and chargers for the buses.

This project will help the OIAA reduce its carbon footprint by transitioning away from its current compressed natural gas (CNG) shuttle fleet to an all-electric fleet.

Approximate Duration: 3 months

Cost Magnitude: \$250,000

2.6 EQUIPMENT PURCHASES

2.6.1 AIRFIELD SWEEPER

Purchase a new airfield sweeper to remove foreign object debris (FOD) from the airfield movement areas, vehicle service roads, and terminal ramp areas. Airport sweeping is currently contracted out to a third party which costs the Airport around \$187,000 annually. Bringing sweeping in house will give us more control and availability at our discretion. Additionally, the use of a full-size sweeper allows the maintenance staff to reduce closure time of taxiways and runways. Preventative use of a street sweeper reduces the liability of foreign object ingestion, sets a good example for tenant cleanliness, and promotes a sense of comfort and safety to all customers. During emergency situations which may cause FOD, the Airport would have the availability and response to quickly clear the area.

Approximate Duration: 2 months

Cost Magnitude: \$600,000

2.6.2 800MHZ PORTABLE RADIOS

Purchase 150 new 800Mhz portable radios, which will replace 60 existing radios and add 90 additional radios in anticipation of the near-term increase in the required number of radio users. It is anticipated that Ontario Airport Customer Experience Specialist team (OACES), Maintenance, contracted Parking/Shuttle Bus Operations, and Terminal/Landside Operations will join the system after the AOCC is built and activated or when operations change/dictate the need to move to them.

The existing 60 portable 800Mhz radios are currently used daily by airside operations, contracted security, and other departments. These radios are in need of replacement as they are no longer supported by the manufacturer. Approximately 1-2 radios fail monthly and are sent to the County repair shop for service. The County repair shop has a finite inventory of spare parts, which will inevitably be exhausted. These Motorola XTS-2500/XTS-5000 radios would be replaced with Motorola APX6000/APX8000 radios or similar.

ONT is currently part of the County of San Bernardino radio system. This is a common 800MHz radio system for most public safety and public works organizations in the County. The existing radios were acquired from LAWA during the transition of operations and require maintenance by the County repair shop when they fail.

This project would not require an RFP as the County of San Bernardino has a contract with the vendor and would negotiate pricing.

Approximate Duration: 1 month

Cost Magnitude: \$450,000

2.6.3 OIAA FLEET VEHICLES

Purchase two additional fleet vehicles and one additional operations vehicle for use by OIAA personnel. New OIAA staff members and increasing operations require additional fleet vehicles for day-to-day use. These vehicles may be lighted, signed, and modified for use on the airfield incurring a higher cost.

Approximate Duration: 1 month

Cost Magnitude: \$200,000

2.6.4 THREE AIRFIELD TRACTORS

Purchase three airfield tractors for increased maintenance and operations requirements. The new tractors will replace existing fleet vehicles identified for replacement.

Approximate Duration: 3 months

Cost Magnitude: \$200,000

2.7 INFORMATION TECHNOLOGY PROJECTS

2.7.1 ATLAS IED PAGING SYSTEM

Replace the current Atlas IED paging system servers with next-generation servers. The servers would be shipped ready-to-go. Installation would be a quick process of implementing minor configuration changes and decommissioning the old servers.

The servers running the Atlas IED system, which powers the terminal paging system, have reached the end of their useful life, and need to be replaced. The Atlas IED system was installed by LAWA before the change in ownership of the Airport in 2016. The servers are currently running old versions of Windows and old versions of the Atlas IED paging software. In the last year, the OIAA has experienced service interruptions that were caused by the servers going offline.

Terminal paging is a critical service used by airline tenants, TSA, and the OIAA to notify passengers. When this system is down, it raises security and safety risks that customers would not be notified of an issue in a timely manner.

The paging system will be compliant with Americans with Disabilities (ADA) Act requirements.

Approximate Duration: 1 month

Cost Magnitude: \$100,000

Appendix





DATE: JUNE 23, 2022

SECTION: ADMINISTRATIVE REPORTS/DISCUSSION/ACTION

SUBJECT: A RESOLUTION TO APPROVE THE FY 2023 OPERATING BUDGET

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

RECOMMENDED ACTION(S): That the Ontario International Airport Authority (OIAA) Commission approve the FY 2023 Operating Budget.

FISCAL IMPACT SUMMARY: The proposed FYE 2023 budget results in Net Income from Operations of \$13.6M a \$2.8M (26.5%) increase compared to FYE 2022.

BACKGROUND: Fiscal Year Financial Performance: The proposed operating budget for the fiscal year ending June 30, 2023, is driven by strong aviation activity and financial performance realized by OIAA through March 31, 2022. Net income from operations totaled \$17.8M with a favorable variance to the amended budget of \$15.6M. Operating revenue of \$74.0M exceeded budget by \$10.3M and Operating expenses of \$51.6M were favorable to budget by \$5.5M. The proposed budget was developed from OIAA Goals and Objectives and includes significant increases in resources to meet current and expected near term growth. The budget FYE 2023 assumes that there will be no significant impacts associated with any possible COVID outbreaks.

Operating Revenues: Total FYE 2023 budgeted operating revenues of \$102.5M exceed the budget FYE 2022 by \$14.8M (16.9%), with aeronautical revenue increasing by \$8.7M (22.2%) and nonaeronautical revenues by \$6.1M (12.6%). The Authority has budgeted \$6.6M of ARPA grant funds to maintain a relatively level rate structure. Budget revenue forecasts do not reflect proposed changes in any airport rates and charges, except for landing fees and terminal rents that are calculated under the terms of the Operating Use and Lease Agreement.

STAFF MEMBER PRESENTING: Chief Financial Officer, John M. Schubert

Department: Finance

Submitted to OIAA: June 23, 2022

Approved: _____

Continued to: _____

Denied: _____

Chief Executive
Officer Approval:  _____

Aeronautical revenue increases are primarily driven by increases in landing fees and terminal rents. Landing fees increased by \$3.3M (30.3 %) and are associated with greater landed weights. Terminal rents increase by \$3.8M (30.1%) are driven by higher per square foot rental rates. In addition, ground handling rate increases approved in January 2022 have led to material increases in ground handling fees and FYE 2023 ground handling revenues reflect a full fiscal year at these higher rates.

Nonaeronautical revenues budgeted FYE 2023 of \$54.7M are greater than FYE 2022 by \$6.1M (12.6%). This increase is driven by higher concession revenues offset by a decrease in recognized operating grant revenues. The most significant operating revenue budget increases include parking revenues of \$4.0M (16.6%) and rental car revenues of \$1.8M (20.9%). Parking revenue and rental car increases are primarily associated with aviation activity growth. In addition, rental car revenues reflect higher rental car rates, that have been driven by smaller rental car inventory. Operating grant revenues budgeted FYE 2023 of \$6.6M are lower than the \$8.2M budgeted FYE 2022 by \$1.6 (19.8%). This leaves unspent operating grant funding of \$18M and concession relief funds of \$3M which will be rolled over to FYE 2024. The grant funding must be spent by September 30, 2024.

Operating Expenses: Total budgeted Operating Expenses FYE 2023 of \$89.0M, exceed the budget FYE 2022 of \$77.0M, by \$ \$12.0M (15.6%). Major changes are for personnel, contractual services and telecommunications and utilities. No uniform budget increases have been provided for inflation, as contracted service and material expenses are largely controlled by established agreements.

Personnel expenses FYE 2023 of \$13.1M, are greater than FYE 2022 by \$3.6M, (38.2%). This includes 10 new OIAA staff positions, totaling \$1.3M and \$2.0M for increases associated with filling previously approved positions, that were vacant for all or a portion of FYE 2022. Also, the FYE 2023 personnel budget assumes a 3% COLA increase, as well as a 5% merit pool for performance-based increases. Three, prior year approved positions have been eliminated, which totals \$538K.

Nonpersonnel expenses FYE 2023 of \$75.9M increase by \$8.4M (12.4%), compared to FYE 2022 budgeted expenses of \$67.5M. The largest increases are for Public Safety and Contractual expenses. Public Safety expenses of \$21.2M FYE 2023 are higher than the FYE 2022 budget by \$1.9M. Public safety, police, fire, and dispatch services are provided under a Municipal Services agreement with the City of Ontario. The budgeted increase is 10% based on an estimated contractually required increases as well as police personnel changes to meet increased passenger activity. The contractual expense budget FYE 2023 of \$35.6M is greater than the FYE 2022 budget by \$3.8M (11.9%). The greatest increases are for security and technology support services to complete information technology initiatives as well as the implementation and operation of the new Common Use system in Terminal 2. Telecommunications and Utilities of \$7.3M FYE 2023 are greater than the FYE 2022 budget by \$1.5M (26.6%). This increase is associated with increases in electric utilities.

Nonoperating Revenues are budgeted to increase by \$3.6M (31.1%). Most of this net increase is driven by activity-based facility charges. These facility charge increases are for Passenger Facility Charges and Customer Facility Charges and are directly related to passenger activity increases. There are no changes

in the rate structure for these facility charges, PFCs remain at \$4.50 per enplaned passenger and CFCs stay the same at \$10 per rental car contract.

Other Sources and (Uses), net, are from required reserves and adjustments established under the Operating Use and Lease Agreement, Revenue Bond Covenants, and regulatory authority. The Discretionary reserve is to fund Capital projects without airline approval, that would otherwise require approval under the Majority in Interest provisions of the ULA. The Discretionary reserve increase is for required reserve adjustments based on CPI. The Maintenance and Operations (M&O) reserve requires that 25% of operating expenses be included in the M&O reserve on a rolling funding basis, whereby adjustments in a fiscal year are provided to adjust the reserve balance by an amount necessary to meet the 25% requirement. The Debt Service reserve is also on a rolling fund basis, to provide a reserve balance equal to 25% of the revenue bond debt service for the budgeted fiscal year.

The budget establishes a net residual requirement, that is covered by landing fees and terminal rental rates. Landing fees are established by dividing the net requirement in the Airfield Cost Center by the estimated landed weight for cargo and passenger air carriers. The terminal rental rate is established by dividing the net requirement in the Terminal Cost Center by the total of terminal space leased by the airlines, including joint use space in public areas.

The calculated landing fee rate for FYE 2023 is \$1.64 per 1,000 lbs. of landed weight generating \$14.2M in landing fees and the terminal rental rate FYE 2023 is \$91.65, which results in \$16.3M of terminal rent revenue.

PROCUREMENT: N/A

CEQA COMPLIANCE AND LAND USE APPROVALS: N/A

IMPACT ON OPERATIONS: The financial results provide additional resources for the OIAA to respond to increased passenger carrier activity and to meet OIAA goals and objectives.

SCHEDULE: N/A

ATTACHMENTS: Attachment A – Operating Budget FYE 2023 Proposed vs FYE 2022 Amended

Attachment B – Proposed Rates and Charges FY 2023

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DATE: JUNE 23, 2022

SECTION: ADMINISTRATIVE REPORTS/DISCUSSION/ACTION

SUBJECT: A RESOLUTION TO APPROVE THE FY 2023 CAPITAL IMPROVEMENT PROGRAM AND BUDGET

RELEVANT STRATEGIC OBJECTIVE: Master the Basics, Invest in ONT, Plan

RECOMMENDED ACTION(S): That the Ontario International Airport Authority (OIAA) Commission approve the FY 2023 Capital Improvement Program and Budget Authorization.

FISCAL IMPACT SUMMARY: Total cost of the FY 2023 Capital Improvement Program Projects is \$55,311,000 and with a Budget appropriation request of is \$23,461,000.

BACKGROUND: The Ontario International Airport is a commercial service airport, and its capital requirements are substantial with a continuous need to maintain, acquire and construct infrastructure, facilities, equipment, and technology. Capital requirements are driven by several factors including safety and security, operational needs, customer demands and expectations, air service and commercial development. These factors are impacted by Board of Commissioners goals and objectives, FAA and other governmental laws, regulations and policies, and the Airline Use and Lease Agreement (ULA).

The Capital Budget is comprised of Projects that are developed individually and within the scope of a comprehensive near and long-term Capital Improvement Program (CIP). They require significant financial resources that must be balanced through airline and tenant rates and charges, business development and financing.

The Ontario International Airport Authority utilizes a Project Development process. Annually OIAA staff submit Project Requests. These projects undergo a high-level review and approval process.

STAFF MEMBER PRESENTING: Chief Financial Officer, John M. Schubert

Department: Finance and Budget

Submitted to OIAA: June 23, 2022

Approved: _____

Continued to: _____

Denied: _____

Chief Executive Officer Approval:  _____

Projects that successfully complete this process are incorporated into the OIAA Capital Improvement Program. The CIP does not authorize the expenditure of funds on Projects.

Authorization to incur expenditures is completed through the development and Board approval of a Capital Budget. Projects are budgeted in the fiscal year in which expenditures on those Projects are first expected to be incurred, although Project expenditures may span several fiscal years. Expenditures on these Projects are subject to OIAA purchasing policies, which may include competitive bidding for products and services necessary to complete the project as well as Board approval of contracts awarded. In addition to Board authorization and OIAA policies airport projects are subject to certain limitations as part of the Airline Use and Lease (ULA) agreement between the OIAA and signatory airlines. Table 1 FY2023 Capital Improvement Program Projects identifies these projects, cost estimates and budget authorization request. Following the table is a report which describes each project in detail.

Projects that exceed the dollar limit thresholds in the ULA, net of grants and passenger facility charges and as adjusted by CPI annually, require approval by a majority of signatory airlines that are party to the ULA, which are referred to as Majority-In-Interest (MII) Projects. For FY 2023 those MII limits are \$489,777 per Project and \$1,957,109 for all Projects below the MII maximum.

In accordance with the ULA certain Projects are exempt from these requirements, including assets destroyed through fire, natural disaster or accidental destruction, assets that require repair or replacement to maintain continuity of operations and are of an emergency nature and those Projects or improvements that ensure compliance with a rule, regulation, or order of any federal, state, or other governmental body.

Capital project costs are financed through passenger facility charges, grants, airport rates and chargers, OIAA reserves and debt. They are recovered through depreciation and debt service corresponding to the life of the asset and or the terms of the underlying debt.

The FY 2023 Capital Improvement Program includes 26 Projects totaling \$55,311,000. The Budget Authorization request for these projects is \$23,461,000. Thirteen (13) of these Projects require MII approval.

The FY 2023 Capital Budget, net of grant funding, is anticipated to be financed through the revolving credit facility and OIAA reserves. Project costs are allocated to either the Airside or Terminal cost centers and will be recovered on a residual basis according to the ULA in the form of landing fees and terminal rents.

PROCUREMENT: Project products, professional and construction services will be procured through Requests for Proposals. Contracts will be negotiated with the selected Proposers and brought to the Board of Commissioners for approval.

CEQA COMPLIANCE AND LAND USE APPROVALS: CEQA and land use approval requirements are assessed and completed prior to award of contracts.

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

IMPACT ON OPERATIONS: Varies by Project.

SCHEDULE: Varies by Project.

ATTACHMENTS: Attachment A – Ontario International Airport FY 2023 Capital Improvement Program and Budget.

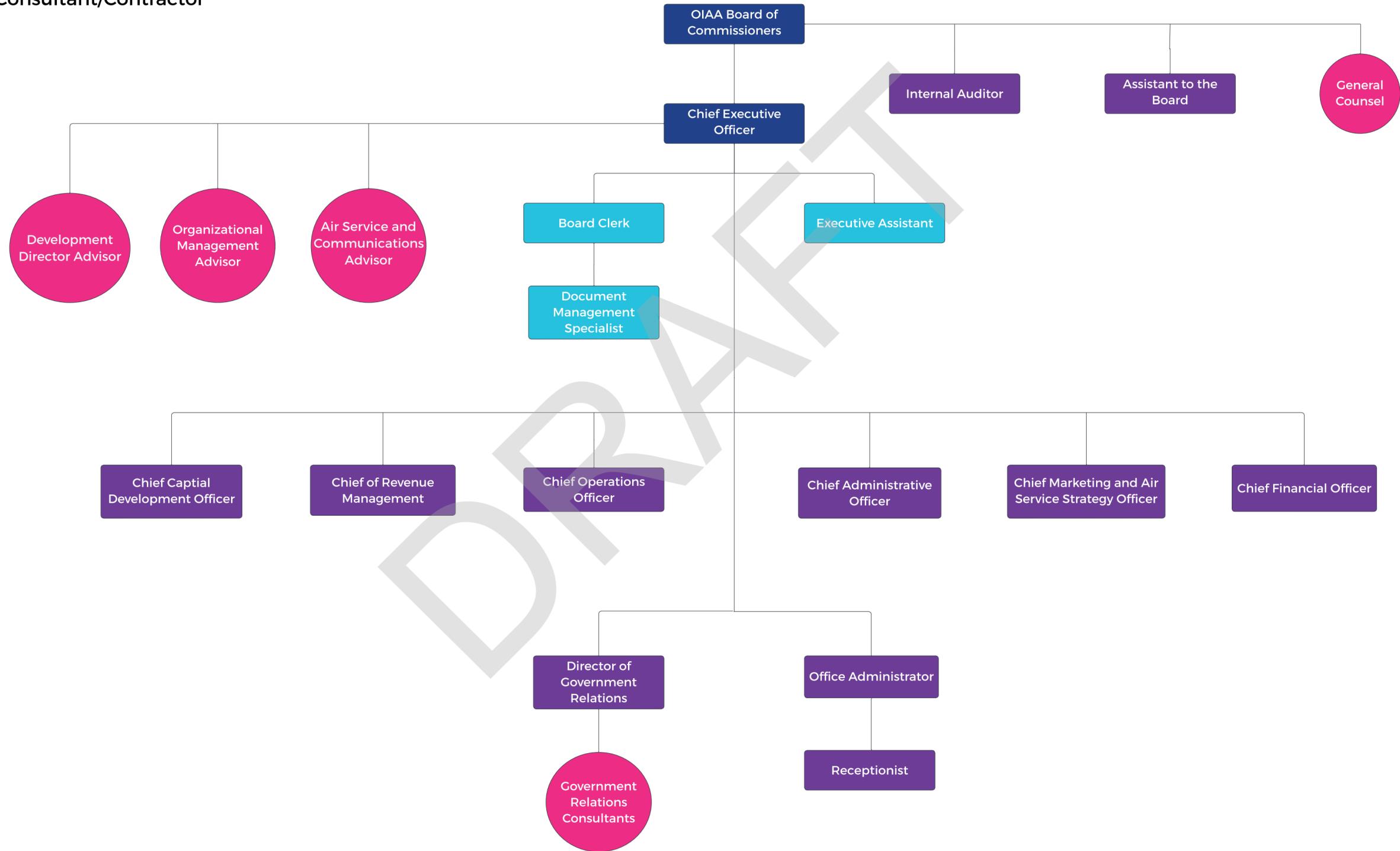
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FY 2022-2023 OIAA Organizational Structure

 = OIAA Staff

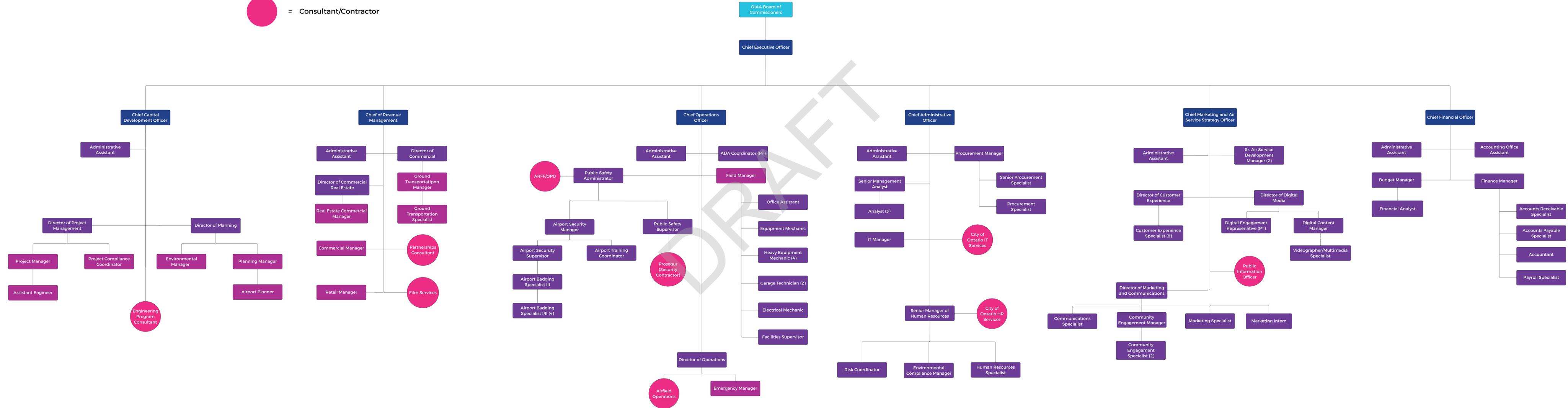
 = Consultant/Contractor

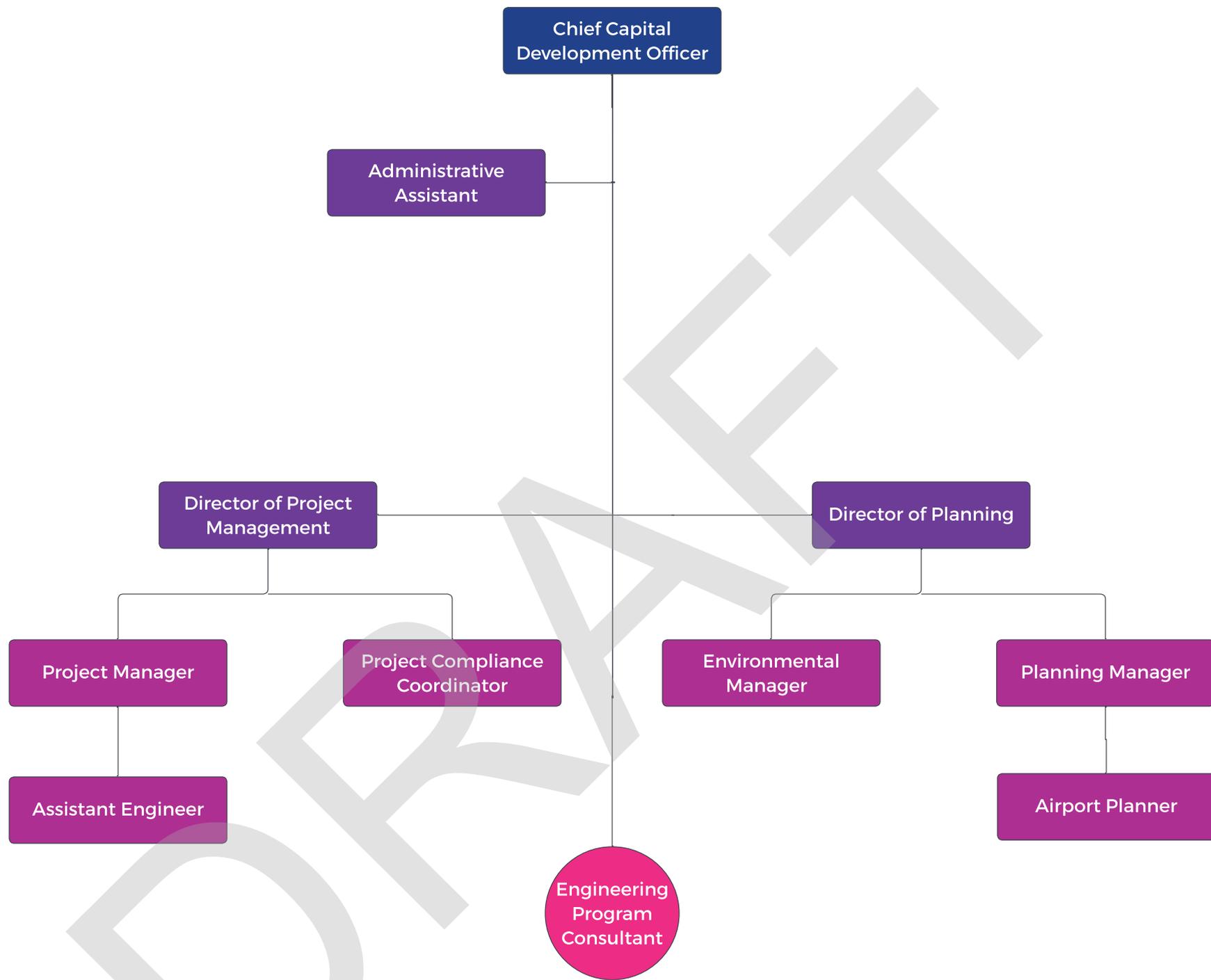


FY 2022-2023 OIAA Organizational Structure

= OIAA Staff

= Consultant/Contractor





Chief of Revenue Management

Administrative Assistant

Director of Commercial

Director of Commercial Real Estate

Ground Transportation Manager

Real Estate Commercial Manager

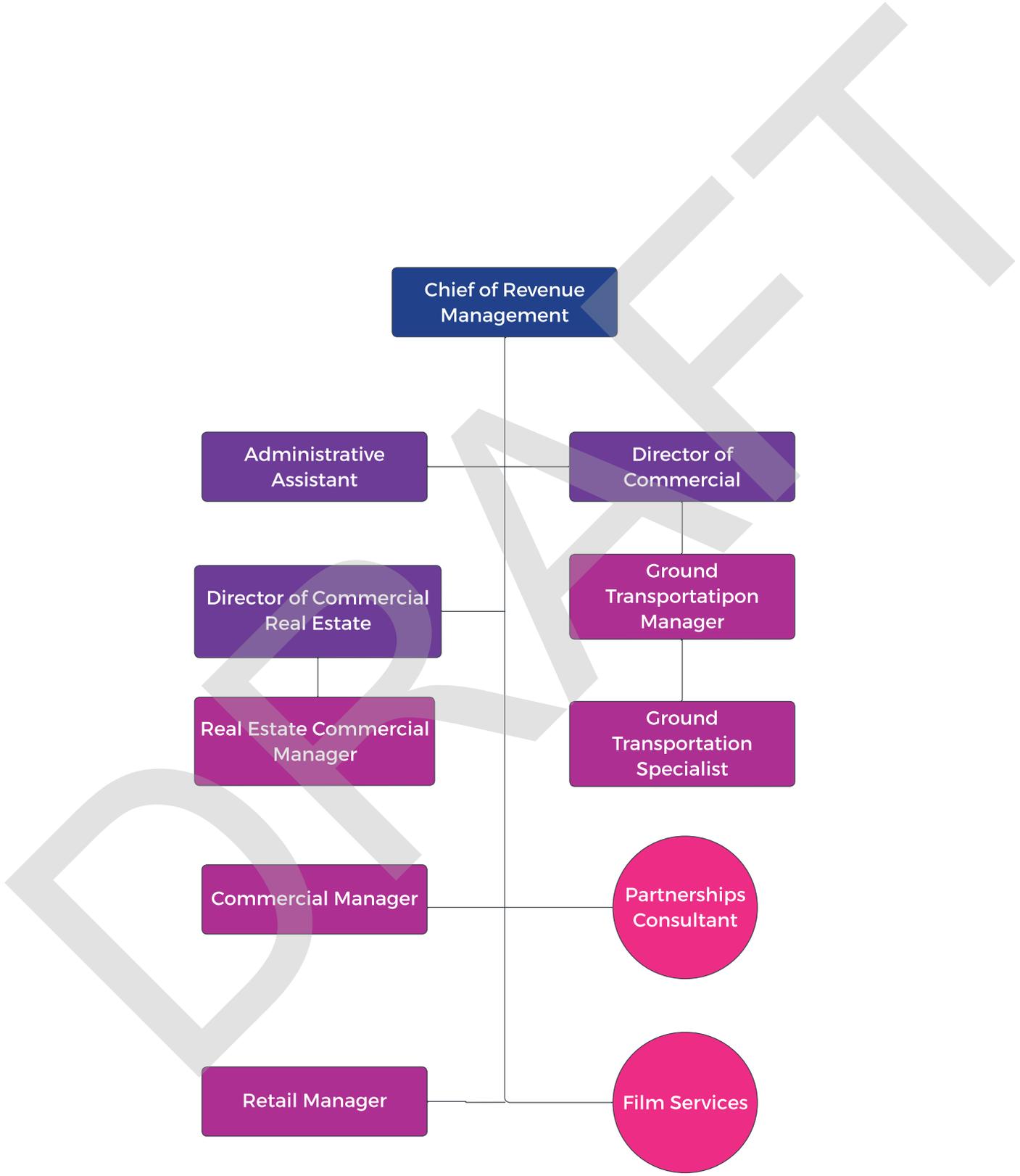
Ground Transportation Specialist

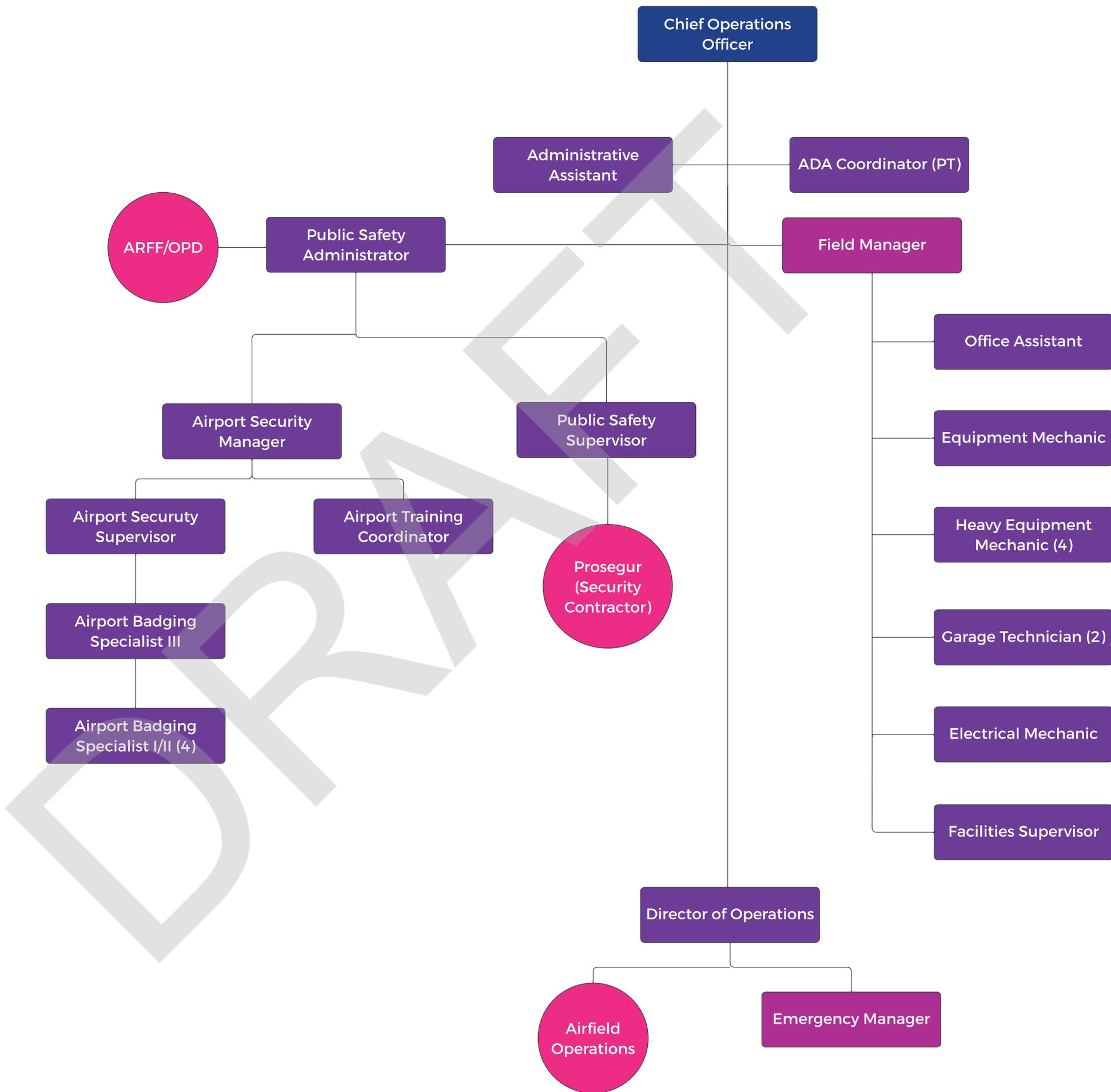
Commercial Manager

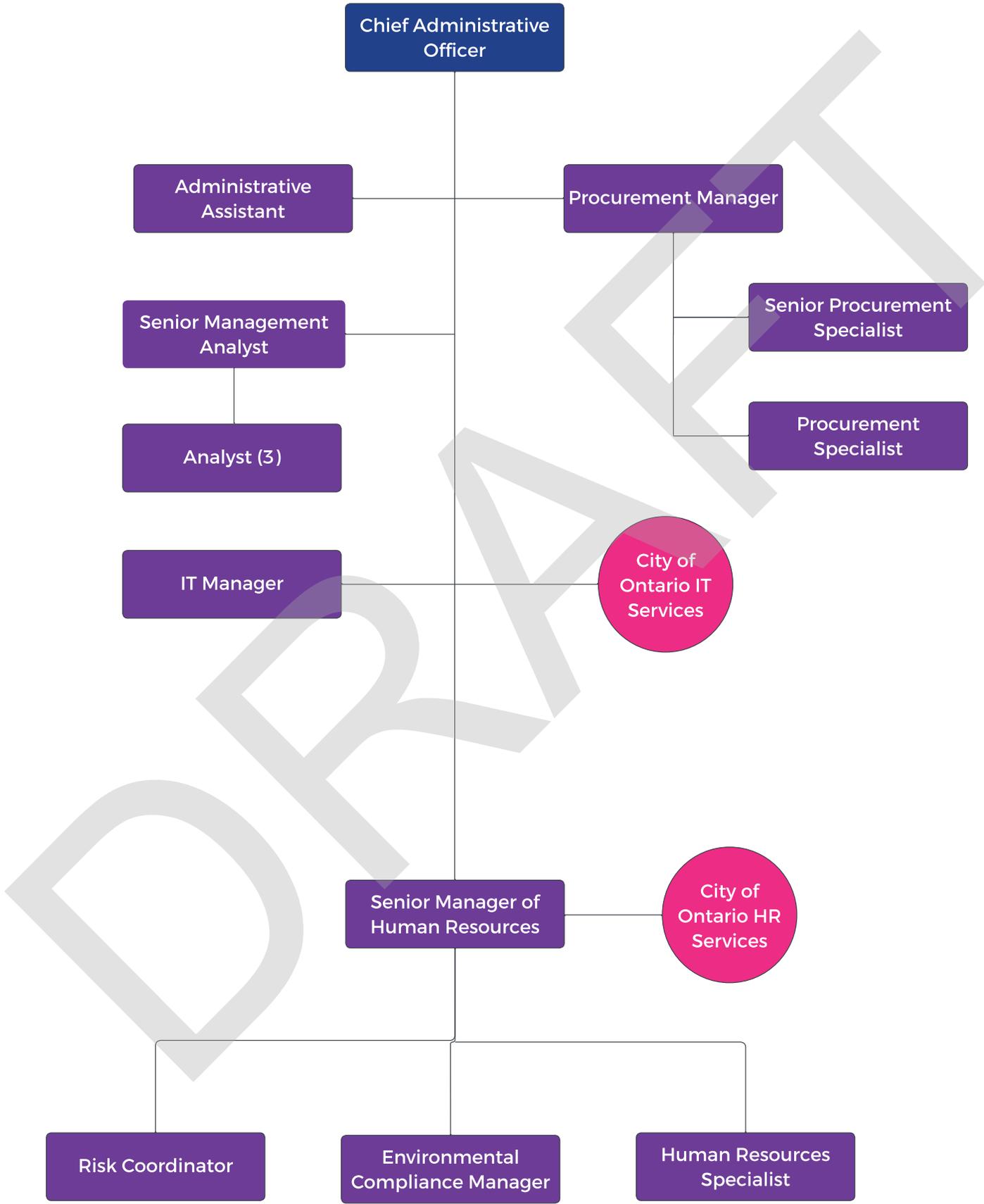
Partnerships Consultant

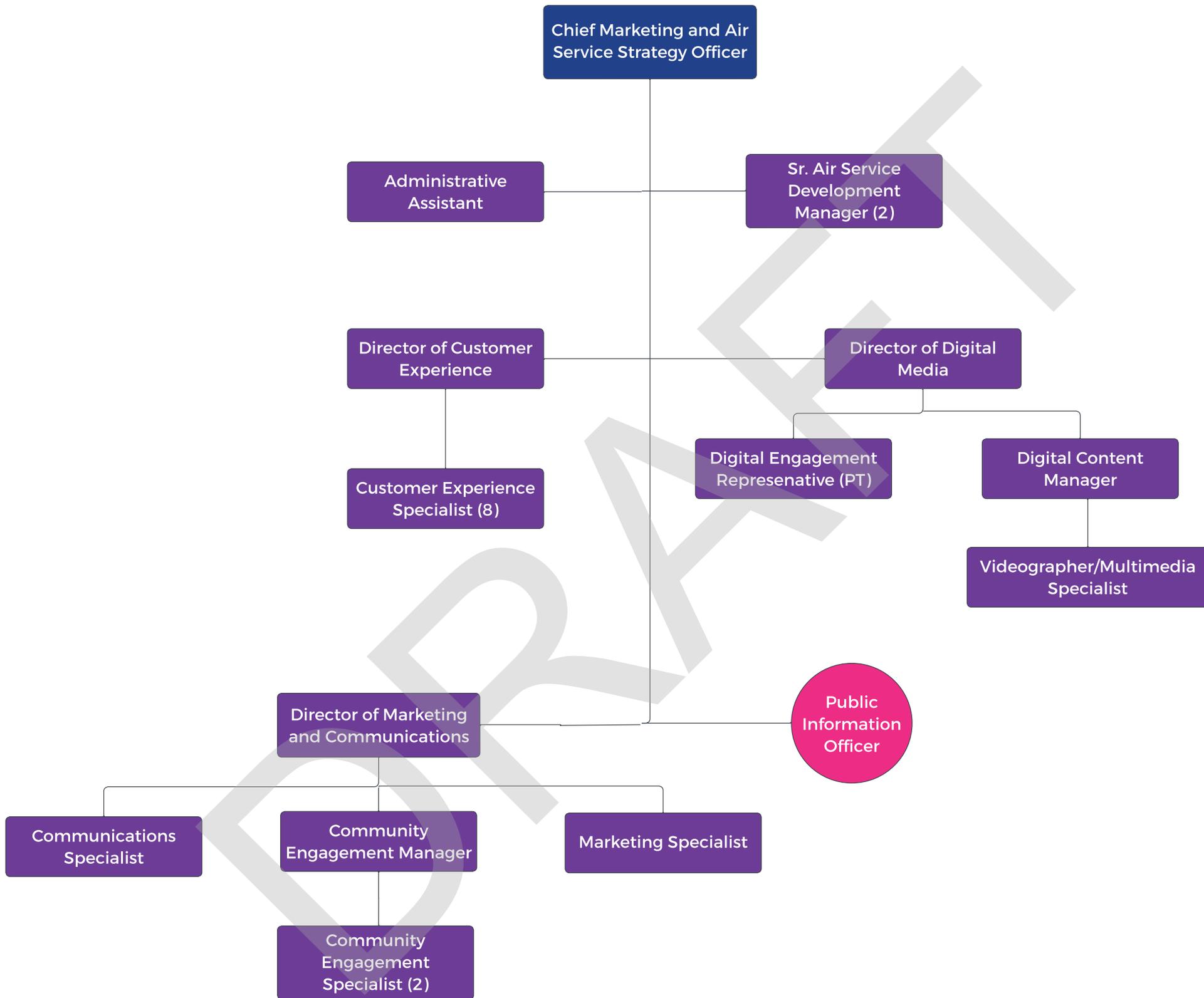
Retail Manager

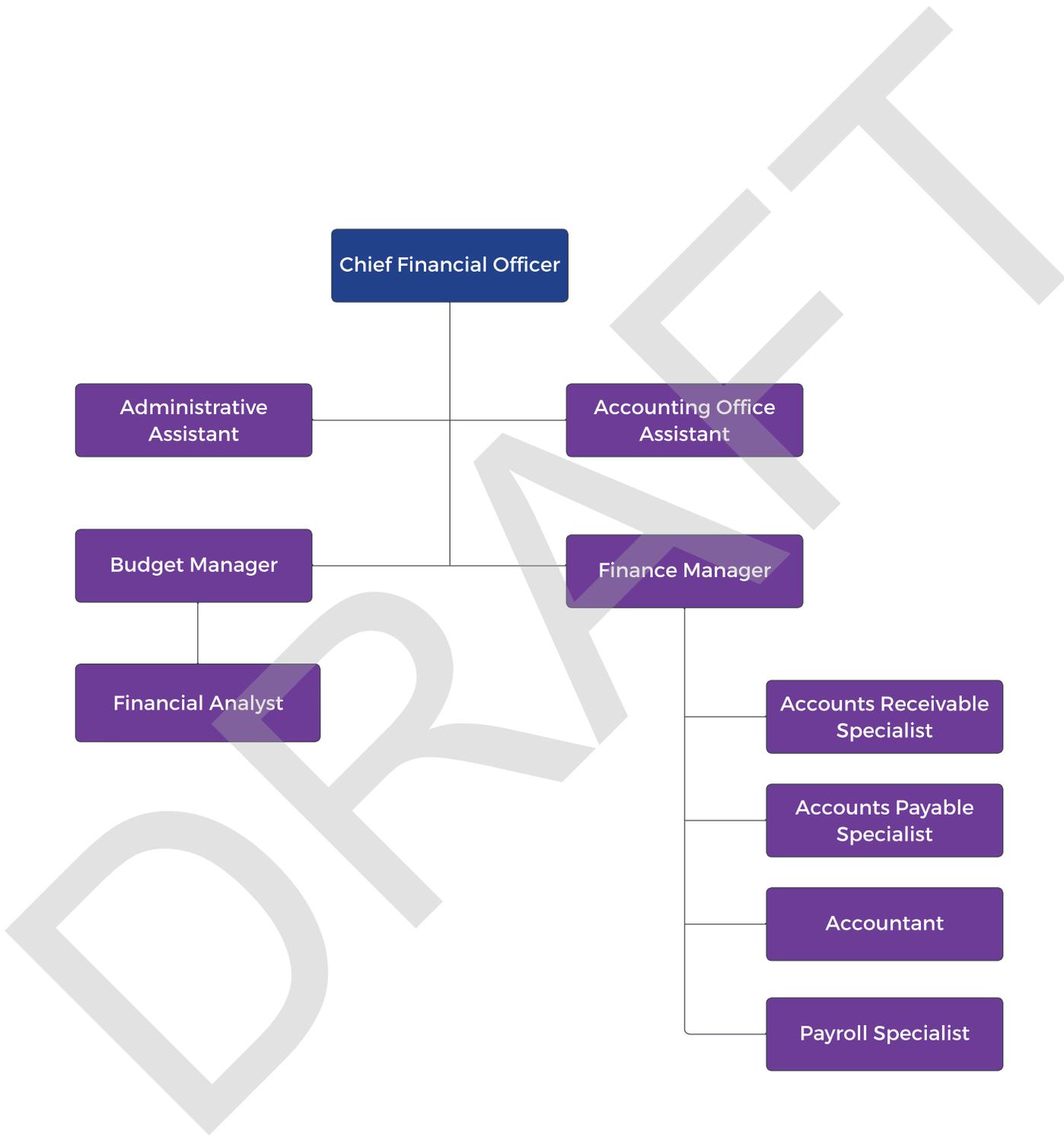
Film Services











Chief Financial Officer

Administrative Assistant

Accounting Office Assistant

Budget Manager

Finance Manager

Financial Analyst

Accounts Receivable Specialist

Accounts Payable Specialist

Accountant

Payroll Specialist

Report prepared by Ontario international Airport
June 2022

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DATE: JUNE 23, 2022

SECTION: ADMINISTRATIVE REPORTS/DISCUSSION/ACTION

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STAFF MEMBER PRESENTING: Chief Financial Officer, John M. Schubert

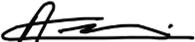
Department: Finance and Budget

Submitted to OIAA: June 23, 2022

Approved: _____

Continued to: _____

Denied: _____

Chief Executive Officer Approval:  _____

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PROCUREMENT: Project products, professional and construction services will be procured through Requests for Proposals. Contracts will be negotiated with the selected Proposers and brought to the Board of Commissioners for approval.

CEQA COMPLIANCE AND LAND USE APPROVALS: CEQA and land use approval requirements are assessed and completed prior to award of contracts.

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

IMPACT ON OPERATIONS: Varies by Project.

SCHEDULE: Varies by Project.

ATTACHMENTS: Attachment A – Ontario International Airport FY 2023 Capital Improvement Program and Budget.

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This Agenda Report has been reviewed by OIAA General Counsel.

RESOLUTION NO. 2022-15

A RESOLUTION OF THE ONTARIO INTERNATIONAL AIRPORT
AUTHORITY COMMISSION APPROVING THE ANNUAL CAPITAL
BUDGET FOR FISCAL YEAR 2022-23

WHEREAS, the Ontario International Airport Authority (“the Authority” or “OIAA”) was established under a Joint Exercise of Powers Agreement between the City of Ontario and the County of San Bernardino (the “Joint Powers Agreement”) pursuant to the purpose of operating, maintaining, developing, and marketing the Ontario International Airport (the “Airport”); and

WHEREAS, under the Joint Powers Agreement, Section 10, Funds, the Treasurer of the Authority shall assume the duties described in California Government Code Section 6505.5; and

WHEREAS, the Authority staff, including the Chief Executive Officer (“CEO”) and the Chief Financial Officer (“CFO”) of the Authority, have determined the Authority’s Capital Budget for Fiscal Year 2022-23 in accordance with the provisions of the Joint Powers Agreement; and

WHEREAS, the Authority staff have consulted with the Airport and Airline Affairs Committee (“AAAC”) in regards to this proposed capital budget for Fiscal Year 2022-23 and the AAAC has not expressed any objections to its adoption or implementation; and

WHEREAS, the Authority Commission has reviewed the proposed capital budget for Fiscal Year 2022-23 and has held a public meeting relative to its adoption.

NOW, THEREFORE, be it resolved as follows:

SECTION 1. The Authority hereby approves and authorizes the proposed Fiscal Year 2022-23 Capital Budget (Exhibit A).

SECTION 2. This Resolution shall take effect immediately upon its adoption.

SECTION 3. The Commission Clerk of the Ontario International Airport Authority shall certify as to the adoption of this Resolution.

PASSED, APPROVED, AND ADOPTED at a Regular Meeting this 23rd day of June 2023.

ALAN D. WAPNER, OIAA PRESIDENT

ATTEST:

SECRETARY/ASSISTANT SECRETARY

APPROVED AS TO LEGAL FORM:

LORI D. BALLANCE
GENERAL COUNSEL

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

I, Norma I. Alley, MMC, Assistant Secretary of the Ontario International Airport Authority, DO HEREBY CERTIFY that foregoing Resolution No. 2022-15 was duly passed and adopted by the Commission of the Ontario International Airport Authority at their meeting held on June 23, 2022, by the following roll call vote, to wit:

AYES: COMMISSIONERS:

NOES: COMMISSIONERS:

ABSENT: COMMISSIONERS:

SECRETARY/ASSISTANT SECRETARY

(SEAL)

The foregoing is the original of Resolution No. 2022-15 duly passed and adopted by the Commission of the Ontario International Airport Authority at their regular meeting held June 23, 2022.

SECRETARY/ASSISTANT SECRETARY

(SEAL)