



State of California - Department of Fish and Wildlife
2022 ENVIRONMENTAL DOCUMENT FILING FEE
CASH RECEIPT
 DFW 753.5a (REV. 01/01/22) Previously DFG 753.5a

RECEIPT NUMBER:
 36 — 11022022 — 753
 STATE CLEARINGHOUSE NUMBER (if applicable)

SEE INSTRUCTIONS ON REVERSE. TYPE OR PRINT CLEARLY.

LEAD AGENCY Ontario International Airport Authority	LEAD AGENCY EMAIL	DATE 11022022
COUNTY/STATE AGENCY OF FILING San Bernardino	DOCUMENT NUMBER	

PROJECT TITLE
 Ground Transportation Center Project

PROJECT APPLICANT NAME Ontario International Airport Authority (OIAA)	PROJECT APPLICANT EMAIL	PHONE NUMBER (909) 544-5225
PROJECT APPLICANT ADDRESS 1923 E. Avion St.	CITY Ontario	STATE CA
		ZIP CODE 91761

PROJECT APPLICANT (Check appropriate box)

Local Public Agency School District Other Special District State Agency Private Entity

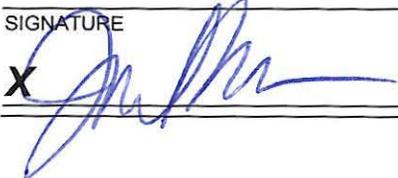
CHECK APPLICABLE FEES:

- Environmental Impact Report (EIR) \$3,539.25 \$ _____ 0.00
- Mitigated/Negative Declaration (MND)(ND) \$2,548.00 \$ _____ 0.00
- Certified Regulatory Program (CRP) document - payment due directly to CDFW \$1,203.25 \$ _____ 0.00
- Exempt from fee
 - Notice of Exemption (attach)
 - CDFW No Effect Determination (attach)
- Fee previously paid (attach previously issued cash receipt copy)
- Water Right Application or Petition Fee (State Water Resources Control Board only) \$850.00 \$ _____ 0.00
- County documentary handling fee \$ _____ 50.00
- Other \$ _____

PAYMENT METHOD: 85439

Cash Credit Check Other

TOTAL RECEIVED \$ _____ 50.00

SIGNATURE 	AGENCY OF FILING PRINTED NAME AND TITLE Jessica Ruiz, Deputy Clerk
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Notice of Exemption

Appendix E

To: Office of Planning and Research
P.O. Box 3044, Room 113
Sacramento, CA 95812-3044

From: (Public Agency): Ontario International
Airport Authority
1923 E. Avion St., Ontario, CA 91761

County Clerk
County of: San Bernardino

(Address) DATE FILED & POSTED
Posted On 11/2/22
Removed On 12/15/22
Receipt No: 310-11022022

Project Title: Ground Transportation Center Project

Project Applicant: Ontario International Airport Authority (OIAA)

Project Location - Specific:

Parking Lot No. 3, Ontario International Airport, Ontario, CA 91761

Project Location - City: Ontario Project Location - County: San Bernardino

Description of Nature, Purpose and Beneficiaries of Project:

The OIAA proposes to construct a two-level, remote curbside at an existing surface parking lot (Lot 3) dedicated to airport ground transportation provider vehicles. The proposed Ground Transportation Center (GTC) would provide one at-grade curbside; at- and above-grade pedestrian access between the GTC and the south side of East Terminal Way; and reconfigured entrance and departure points from the GTC to the surrounding surface transportation network. The GTC is being proposed to improve level of service at Ontario International Airport by reducing idling time of vehicles waiting to access or exit the curbside, reducing vehicle congestion at the terminal curbside, and reducing the number of shuttle trips circulating through the terminal curbside. Attachment A provides a detailed description of and justification for the Ground Transportation Center project.

Name of Public Agency Approving Project: Ontario International Airport Authority

Name of Person or Agency Carrying Out Project: Ontario International Airport Authority

Exempt Status: (check one):

- Ministerial (Sec. 21080(b)(1); 15268);
Declared Emergency (Sec. 21080(b)(3); 15269(a));
Emergency Project (Sec. 21080(b)(4); 15269(b)(c));
Categorical Exemption. State type and section number:
Statutory Exemptions. State code number:

COUNTY OF SAN BERNARDINO
NOV - 2 2022
CLERK OF THE BOARD

Reasons why project is exempt:

Regarding Existing Facilities (Class 1), the proposed GTC would be completed on existing Airport property, within areas currently utilizing and accommodating the proposed functions. Regarding Replacement/Reconstruction (Class 2), the proposed GTC would be located on a portion of Lot 3 within the same general roadway alignment and serve the same purpose as the existing curbside functions, reallocating existing activity over a longer length roadway. Regarding In-Fill (Class 32), the proposed GTC would be consistent with the infill criteria identified in Section 15332 and would be constructed entirely on Airport property adjacent to Airport parking facilities, terminals, and surface roadways. None of the potential exceptions identified in Section 15300.2 would apply to the proposed project. Attachment A provides additional detail on the application of the exemptions described above.

Lead Agency
Contact Person: Kevin Keith, Dir. of Planning Area Code/Telephone/Extension: (909)544-5225

If filed by applicant:

- 1. Attach certified document of exemption finding.
2. Has a Notice of Exemption been filed by the public agency approving the project? Yes No

Signature: [Signature] Date: 11/2/22 Title: Director of Planning

Signed by Lead Agency Signed by Applicant

Authority cited: Sections 21083 and 21110, Public Resources Code.
Reference: Sections 21108, 21152, and 21152.1, Public Resources Code.

Date Received for filing at OPR:

ATTACHMENT A

1. EXPLANATION OF CATEGORICAL EXEMPTION: GROUND TRANSPORTATION CENTER PROJECT

1.1 INTRODUCTION

The Ontario International Airport Authority (OIAA), owner and operator of the Ontario International Airport (ONT or Airport), in the City of Ontario, California, utilizes applicable Categorical Exemptions under California Environmental Quality Act (CEQA) Guidelines Sections 15300 – 15333¹ to construct improvements associated with the proposed Ground Transportation Center (GTC) project, comprising a two-level, remote curbside and vehicle staging area in a portion of the existing Lot 3 paved and active surface parking facility.

1.2 EXISTING CONDITIONS

The existing Lot 3 surface parking facility is located on ONT property, north of and adjacent to East Terminal Way, between Terminal 2 and Terminal 4, as shown on **Attachment A, Exhibit 1**. Lot 3 is an approximately 14.5-acre paved surface parking lot containing approximately 1,200 passenger and employee parking spaces. Pedestrian access from Lot 3 to the terminal area curbside is provided via three crosswalks at East Terminal Way. Vehicle access to Lot 3 is provided via East Terminal Way, to the south, and East Airport Drive to the north. The lot is fully paved except for minor areas of managed landscaping comprising trees and low vegetation.

East Terminal Way, south of Lot 3, accommodates inner and outer operational curbside, approximately 900 linear feet each, for passenger pick-up and drop-off activities (curbside activities) at Terminal 2 and Terminal 4. The inner curbsides are allocated to private vehicles, taxis, limousines, and transportation network companies (TNCs), the outer curbsides are used by rideshare vans, hotel shuttles, on- and off-airport parking shuttles, and rental car shuttles. Additionally, OIAA and City of Ontario vehicles stage at the terminal curbsides, where space is available. As Airport passenger levels increase (even based on existing ONT facilities), ONT curbside congestion increases, particularly during periods of peak passenger activity. This affects curbside safety and traffic flow, resulting in a reduced level of service and predictability for passengers and on- and off-airport parking shuttles, hotel shuttles, rideshare vans, charter vans, TNCs, taxis, and limousines (ground transportation providers).

1.3 PROPOSED PROJECT

A GTC is being proposed on only about 2 acres of Lot 3 to provide a remote curbside to accommodate ground transportation provider vehicles. TNCs, shuttles, taxis, and limousines, which would remove these vehicles from the existing curbside, reducing congestion at Terminal 2 and Terminal 4, improving level of service, and increasing predictability for private vehicles as well as ground transportation providers. The proposed project would reduce idling time of vehicles waiting to access or exit the curbside, reduce vehicle weaving and congestion at the terminal curbside, consolidate ground transportation provider operations at a central location on Airport property, and reduce the number of shuttle trips circulating through the terminal curbside. The consolidation and improved efficiencies of the proposed project would not result in a substantial increase in Airport capacity.

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

The proposed project would result in improved public safety and pedestrian and personal mobility for Airport users and would result in reduced environmental impacts versus current operations, including as to air quality emissions, greenhouse gas emissions, and vehicle miles traveled.

OIAA proposes to construct and operate a two-level, remote curbside at existing Lot 3 dedicated to ground transportation providers (see Exhibit 1). The GTC would provide one at-grade curbside; at- and above-grade pedestrian access between the GTC and the south side of East Terminal Way; and reconfigured entrance and egress points from the GTC to East Terminal Way and East Airport Drive. The upper level of the GTC would include a pedestrian access plaza area, which would include landscaping and seating areas to enhance utility of the space. Ancillary improvements would include installation of facility lighting, electrical and drainage infrastructure, and improvements to comply with the Americans with Disabilities Act.

Construction would require demolition of a portion of the existing paved surface and landscaping within Lot 3, grading, and select excavation of up to 10 feet for installation of structural foundations and infrastructure. Although no known archeological resources or hazardous materials are located within or near the proposed project area based on surveys and studies for the Airport generally, the required excavation may be deeper than the previously disturbed depth. As an element of the proposed project, a field survey would therefore be conducted to confirm the presence or lack of archaeological resources within the area of disturbance and a tribal resource monitor from or approved by the Gabrieleño Band of Mission Indians – Kizh Nation, would be present during all ground-disturbing activities. Additionally, excavated soil would be tested for the presence or lack of hazardous materials and potential for use as backfill. The proposed GTC project area is within the 0.2% Annual Chance Flood Hazard Area, which is categorized by the Federal Emergency Management Agency as a Moderate to Low Risk Area; the proposed improvements would not result in changes to the existing floodplain.^{2,3}

Parking displaced to construct the GTC would be replaced at existing, adjacent surface lots and parking facilities currently under redevelopment and improvement at Lot 6. Roadway access would be refined during advanced design to maintain safe and efficient vehicular access to adjacent surface parking areas and the local surface transportation network.

1.4 CONSTRUCTION SCHEDULE

Construction of the GTC would begin in 2025 and would take approximately two years to complete.

1.5 CATEGORICAL EXEMPTIONS UNDER CEQA

State CEQA Guidelines identify a list of project “classes” determined to generally not have a significant effect on the environment and, therefore, are exempt from CEQA review. Projects may be eligible for exemption under multiple classifications described in CEQA Guidelines Sections 15300-15333. As the proposed project would comply with applicable federal, state, and local regulations and would, as a project element, employ tribal resource monitors during ground-disturbing activities, the proposed project would not have any adverse effects on the environment, and none of the exceptions in Public Resources Code Section 21084(c), (d), and (e) and State CEQA Guidelines Section 15300.2 are applicable to the proposed project, the CEQA Lead Agency (OIAA) has determined that the

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

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

proposed project qualifies for categorical exemption from further CEQA review in accordance with the following CEQA Guidelines Sections as described in detail below:

- California Code of Regulations Section 15301 (Class 1) – Existing Facilities
- California Code of Regulations Section 15302 (Class 2) – Replacement or Reconstruction
- California Code of Regulations Section 15332 (Class 32) – In-Fill Development Projects

In accordance with California Code of Regulations Section 15301 – Existing Facilities

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

Relevant examples include, but are not limited to:

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

Applicability to Proposed Project

Class 1 pertains to the proposed project as the work would comprise alterations to existing Airport roadways, curbsides, and parking facilities for purposes of improved operational efficiency and public safety (including as to enhanced pedestrian and personal mobility for Airport users) that involve negligible expansion of an existing use. The proposed project would be completed on existing Airport property, within areas currently utilizing and accommodating the proposed functions (i.e., curbside activity, vehicle staging, facilitation of vehicle movement). The project is consistent with existing and allowable ONT land uses, as well as with the ONT Zoning District and the City of Ontario Zoning Map. The proposed remote curbside would not increase the number of passengers or aircraft operations at the Airport. Rather, the proposed improvements would enhance efficiency and safety of Airport facilities for existing uses.

In accordance with California Code of Regulations Section 15302 – Replacement and Reconstruction

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

- (a) Replacement or reconstruction of existing schools and hospitals to provide earthquake resistant structures which do not increase capacity more than 50 percent.*
- (b) Replacement of a commercial structure with a new structure of substantially the same size, purpose, and capacity.*
- (c) Replacement or reconstruction of existing utility systems and/or facilities involving negligible or no expansion of capacity.*

(d) Conversion of overhead electric utility distribution system facilities to underground including connection to existing overhead electric utility distribution lines where the surface is restored to the condition existing prior to the undergrounding.

Applicability to Proposed Project

Class 2 pertains to the proposed project as the GTC, and associated improvements, would constitute the reconfiguration of existing uses within their existing location on a portion of Lot 3. Vehicle parking and staging, airport curbside activity, and terminal access roadway uses are situated north of the ONT terminals, between East Terminal Way and East Airport Drive. Curbside activities currently occur on two lengths of curbside adjacent to Terminal 2 and Terminal 4, which are accessible by East Terminal Way via East Airport Drive. The proposed GTC would be located on a portion of Lot 3 within the same general roadway alignment and serve the same purpose as the existing curbside functions, reallocating existing activity over a longer length of roadway. Existing facilities would be reconfigured to maximize the usable curbside on East Terminal Way, reduce congestion, and enhance public safety, operational efficiency, and predictability of passenger curbside functions and vehicle movement at the Airport.

Existing daily parking displaced as a part of the proposed project would be relocated to adjacent existing vehicle parking areas. Realignment of parking and terminal roadway access would not result in changes to existing roadway capacity at the Airport or on the surrounding roadway network.

In accordance with California Code of Regulations Section 15332 – Infill Development Projects

Class 32 consists of projects characterized as in-fill development meeting the conditions described in this section.

(a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.

(b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.

(c) The project site has no value as habitat for endangered, rare or threatened species.

(d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.

(e) The site can be adequately served by all required utilities and public services.

Applicability to Proposed Project

The proposed GTC would be consistent with infill criteria identified above. Specifically, the proposed project would be consistent with existing and allowable ONT land uses, as well as with the ONT Zoning District and the City of Ontario General Plan. The proposed development would occur within the City of Ontario, entirely on Airport property. The proposed project area comprises developed and active Airport property, adjacent to Airport parking facilities, terminals, and surface roadways. The GTC would serve existing Airport curbside functions and would not result in an increase in Airport-related vehicle traffic, passenger demand, or aircraft operations. Given the nature of terminal curbside activity, the proposed project's demand on utilities and public services would be negligible and would be accommodated by existing services.

The proposed GTC footprint would be between one and two acres, pending final design, on the paved and active Lot 3, which is approximately 14.5 acres in size. The proposed project site comprises existing, paved, active surface parking, which has no value as habitat for endangered, rare, or threatened species. As a continuation of an existing use, construction and operation of the proposed project would not result in any significant effects relating to traffic, noise, air quality, or water quality.

1.6 CONCLUSION

The GTC project would comprise the reconfiguration of existing transportation facilities at ONT. The proposed project would comply with applicable federal, state, and local regulations and would employ tribal resource monitors during ground-disturbing activities; thus, the proposed project would not have any adverse effects on the environment, and none of the exceptions in Public Resources Code Section 21084(c), (d), and (e) and State CEQA Guidelines Section 15300.2 are applicable to the proposed project. The proposed project meets the criteria cited under 14 CCR 15301 (Class 1- Existing Facilities), 14 CCR 15302 (Class 2 – Replacement and Reconstruction), and 14 CCR 15332 (Class 32 – Infill Development Projects). Therefore, the proposed project will have no significant effect on the environment and is categorically exempt from further CEQA review.

