APPENDIX A

NATIVE AMERICAN HERITAGE COMMISSION

NATIVE AMERICAN HERITAGE COMMISSION

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Luiseño

VICE CHAIRPERSON
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Chumash

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Luiseño

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Karuk

COMMISSIONER
William Mungary
Paiute/White Mountain Apache

COMMISSIONER
Julie Tumamait-Stenslie
Chumash

COMMISSIONER
[**Vacant**]

COMMISSIONER
[**Vacant**]

COMMISSIONER
[**Vacant**]

EXECUTIVE SECRETARY
Christina Snider
Pomo

NAHC HEADQUARTERS
1550 Harbor Boulevard
Suite 100
West Sacramento,
California 95691
(916) 373-3710
nahc@nahc.ca.gov
NAHC.ca.gov

April 13, 2021

Caroline Pinegar
Ontario International Airport Authority

Via Email to: cpinegar@hntb.com

Re: Native American Tribal Consultation, Pursuant to the Assembly Bill 52 (AB 52), Amendments to the California Environmental Quality Act (CEQA) (Chapter 532, Statutes of 2014), Public Resources Code Sections 5097.94 (m), 21073, 21074, 21080.3.1, 21080.3.2, 21082.3, 21083.09, 21084.2 and 21084.3, Rehabilitation of Runway 8R-26L and Associated Taxiway Improvements Project, San Bernardino County

Dear Ms. Pinegar:

Pursuant to Public Resources Code section 21080.3.1 (c), attached is a consultation list of tribes that are traditionally and culturally affiliated with the geographic area of the above-listed project. Please note that the intent of the AB 52 amendments to CEQA is to avoid and/or mitigate impacts to tribal cultural resources, (Pub. Resources Code §21084.3 (a)) ("Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource.")

Public Resources Code sections 21080.3.1 and 21084.3(c) require CEQA lead agencies to consult with California Native American tribes that have requested notice from such agencies of proposed projects in the geographic area that are traditionally and culturally affiliated with the tribes on projects for which a Notice of Preparation or Notice of Negative Declaration or Mitigated Negative Declaration has been filed on or after July 1, 2015. Specifically, Public Resources Code section 21080.3.1 (d) provides:

Within 14 days of determining that an application for a project is complete or a decision by a public agency to undertake a project, the lead agency shall provide formal notification to the designated contact of, or a tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, which shall be accomplished by means of at least one written notification that includes a brief description of the proposed project and its location, the lead agency contact information, and a notification that the California Native American tribe has 30 days to request consultation pursuant to this section.

The AB 52 amendments to CEQA law does not preclude initiating consultation with the tribes that are culturally and traditionally affiliated within your jurisdiction prior to receiving requests for notification of projects in the tribe's areas of traditional and cultural affiliation. The Native American Heritage Commission (NAHC) recommends, but does not require, early consultation as a best practice to ensure that lead agencies receive sufficient information about cultural resources in a project area to avoid damaging effects to tribal cultural resources.

The NAHC also recommends, but does not require that agencies should also include with their notification letters, information regarding any cultural resources assessment that has been completed on the area of potential effect (APE), such as:

1. The results of any record search that may have been conducted at an Information Center of the California Historical Resources Information System (CHRIS), including, but not limited to:

- A listing of any and all known cultural resources that have already been recorded on or adjacent to the APE, such as known archaeological sites;
- Copies of any and all cultural resource records and study reports that may have been provided by the Information Center as part of the records search response;
- Whether the records search indicates a low, moderate, or high probability that unrecorded cultural resources are located in the APE; and
- If a survey is recommended by the Information Center to determine whether previously unrecorded cultural resources are present.

2. The results of any archaeological inventory survey that was conducted, including:

    - Any report that may contain site forms, site significance, and suggested mitigation measures.

      All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure in accordance with Government Code section 6254.10.

3. The result of any Sacred Lands File (SLF) check conducted through the Native American Heritage Commission was negative.

4. Any ethnographic studies conducted for any area including all or part of the APE; and

5. Any geotechnical reports regarding all or part of the APE.

Lead agencies should be aware that records maintained by the NAHC and CHRIS are not exhaustive and a negative response to these searches does not preclude the existence of a tribal cultural resource. A tribe may be the only source of information regarding the existence of a tribal cultural resource.

This information will aid tribes in determining whether to request formal consultation. In the event that they do, having the information beforehand will help to facilitate the consultation process.

If you receive notification of change of addresses and phone numbers from tribes, please notify the NAHC. With your assistance, we can assure that our consultation list remains current.

If you have any questions, please contact me at my email address: Andrew.Green@nahc.ca.gov.

Sincerely,

Andrew Green

Andrew Green
Cultural Resources Analyst

Attachment

Native American Heritage Commission
Tribal Consultation List
San Bernardino County
4/13/2021

Agua Caliente Band of Cahuilla Indians
Jeff Grubbe, Chairperson
5401 Dinah Shore Drive — Cahuilla
Palm Springs, CA, 92264
Phone: (760) 699 - 6800
Fax: (760) 699-6919

Agua Caliente Band of Cahuilla Indians
Patricia Garcia-Plotkin, Director
5401 Dinah Shore Drive — Cahuilla
Palm Springs, CA, 92264
Phone: (760) 699 - 6907
Fax: (760) 699-6924
ACBCI-THPO@aguacaliente.net

Gabrieleno Band of Mission Indians - Kizh Nation
Andrew Salas, Chairperson
P.O. Box 393 — Gabrieleno
Covina, CA, 91723
Phone: (626) 926 - 4131
admin@gabrielenoindians.org

Gabrieleno/Tongva San Gabriel Band of Mission Indians
Anthony Morales, Chairperson
P.O. Box 693 — Gabrieleno
San Gabriel, CA, 91778
Phone: (626) 483 - 3564
Fax: (626) 286-1262
GTTribalcouncil@aol.com

Gabrielino /Tongva Nation
Sandonne Goad, Chairperson
106 1/2 Judge John Aiso St., #231 — Gabrielino
Los Angeles, CA, 90012
Phone: (951) 807 - 0479
sgoad@gabrielino-tongva.com

Gabrielino Tongva Indians of California Tribal Council
Robert Dorame, Chairperson
P.O. Box 490 — Gabrielino
Bellflower, CA, 90707
Phone: (562) 761 - 6417
Fax: (562) 761-6417
gtongva@gmail.com

Gabrielino-Tongva Tribe
Charles Alvarez,
23454 Vanowen Street — Gabrielino
West Hills, CA, 91307
Phone: (310) 403 - 6048
roadkingcharles@aol.com

Morongo Band of Mission Indians
Ann Brierty, THPO
12700 Pumarra Road — Cahuilla, Serrano
Banning, CA, 92220
Phone: (951) 755 - 5259
Fax: (951) 572-6004
abrierty@morongo-nsn.gov

Morongo Band of Mission Indians
Robert Martin, Chairperson
12700 Pumarra Road — Cahuilla, Serrano
Banning, CA, 92220
Phone: (951) 755 - 5110
Fax: (951) 755-5177
abrierty@morongo-nsn.gov

Quechan Tribe of the Fort Yuma Reservation
Jill McCormick, Historic Preservation Officer
P.O. Box 1899 — Quechan
Yuma, AZ, 85366
Phone: (760) 572 - 2423
historicpreservation@quechantribe.com

San Manuel Band of Mission Indians
Jessica Mauck, Director of Cultural Resources
26569 Community Center Drive — Serrano
Highland, CA, 92346
Phone: (909) 864 - 8933
jmauck@sanmanuel-nsn.gov

This list is current only as of the date of this document. Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and section 5097.98 of the Public Resources Code.

This list is only applicable for consultation with Native American tribes under Public Resources Code Sections 21080.3.1 for the proposed Rehabilitation of Runway 8R-26L and Associated Taxiway Improvements Project, San Bernardino County.

Santa Rosa Band of Cahuilla Indians
Lovina Redner, Tribal Chair
P.O. Box 391820 Cahuilla
Anza, CA, 92539
Phone: (951) 659 - 2700
Fax: (951) 659-2228
lsaul@santarosa-nsn.gov

Serrano Nation of Mission Indians
Wayne Walker, Co-Chairperson
P. O. Box 343 Serrano
Patton, CA, 92369
Phone: (253) 370 - 0167
serranonation1@gmail.com

Serrano Nation of Mission Indians
Mark Cochrane, Co-Chairperson
P. O. Box 343 Serrano
Patton, CA, 92369
Phone: (909) 528 - 9032
serranonation1@gmail.com

Soboba Band of Luiseno Indians
Isaiah Vivanco, Chairperson
P. O. Box 487 Cahuilla
San Jacinto, CA, 92581 Luiseno
Phone: (951) 654 - 5544
Fax: (951) 654-4198
ivivanco@soboba-nsn.gov

This list is current only as of the date of this document. Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and section 5097.98 of the Public Resources Code.

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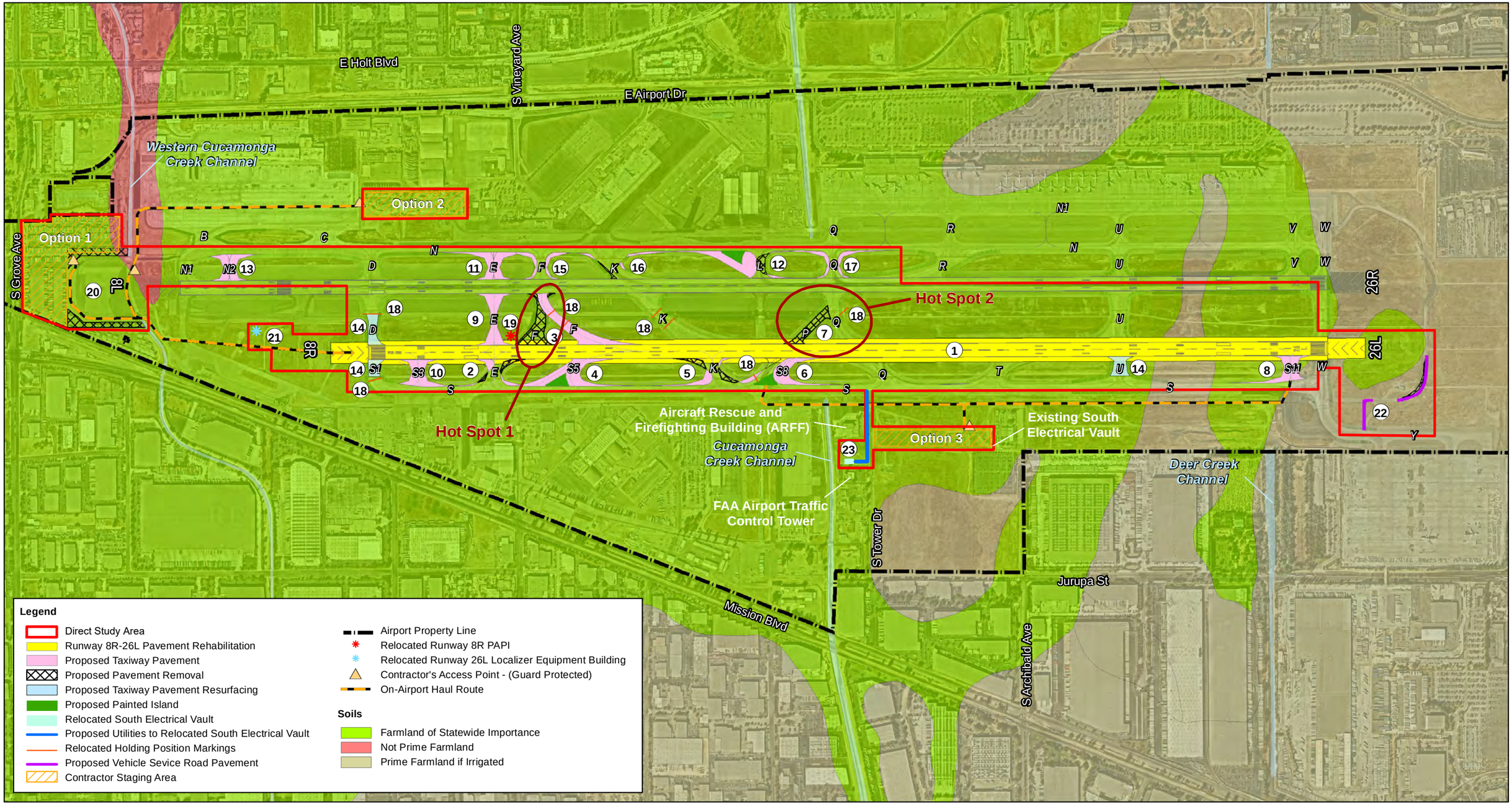
APPENDIX B

FARMLANDS

California Environmental Quality Act (CEQA) Initial Study at Ontario International Airport



PROPOSED ACTION PROJECTS

(1) REHABILITATE RUNWAY 8R-26L
(2) MODIFY EXISTING CONNECTOR TAXIWAY F AND REDESIGNATE AS TAXIWAY E
(3) REMOVE EXISTING TAXIWAY F BETWEEN RUNWAYS 8L-26R AND 8R-26L AND CONSTRUCT NEW EXIT TAXIWAY F
(4) CONSTRUCT EXIT TAXIWAY S5
(5) RECONSTRUCT EXISTING EXIT TAXIWAY K
(6) RECONSTRUCT EXISTING EXIT TAXIWAY P TO A HIGH-SPEED EXIT AND REDESIGNATE AS TAXIWAY S8
(7) REMOVE EXISTING TAXIWAY P BETWEEN RUNWAYS 8L-26R AND 8R-26L
(8) CONSTRUCT BYPASS TAXIWAY S11
(9) CONSTRUCT CROSSING TAXIWAY E
(10) CONSTRUCT BYPASS TAXIWAY S3
(11) CONSTRUCT CROSSING TAXIWAY E
(12) RECONSTRUCT EXISTING TAXIWAY L AS A HIGH-SPEED EXIT TAXIWAY
(13) CONSTRUCT BYPASS TAXIWAY N2
(14) RESURFACE TAXIWAY D, TAXIWAY S1 AND TAXIWAY U PAVEMENT
(15) CONSTRUCT FILLET MODIFICATIONS ON TAXIWAY F BETWEEN RUNWAY 8L-26R AND TAXIWAY N
(16) CONSTRUCT FILLET MODIFICATIONS ON TAXIWAY K BETWEEN RUNWAY 8L-26R AND TAXIWAY N
(17) CONSTRUCT FILLET MODIFICATIONS ON TAXIWAY Q BETWEEN RUNWAY 8L-26R AND TAXIWAY N
(18) RELOCATE HOLDING POSITION MARKINGS*
(19) RELOCATE RUNWAY 8R PAPI
(20) RELOCATE PERIMETER FENCE AND REMOVE OBJECTS WITHIN ROFA
(21) RELOCATE RUNWAY 26L (8R END) LOCALIZER EQUIPMENT BUILDING
(22) MODIFY EXISTING VEHICLE SERVICE ROAD
(23) RELOCATE SOUTH ELECTRICAL VAULT

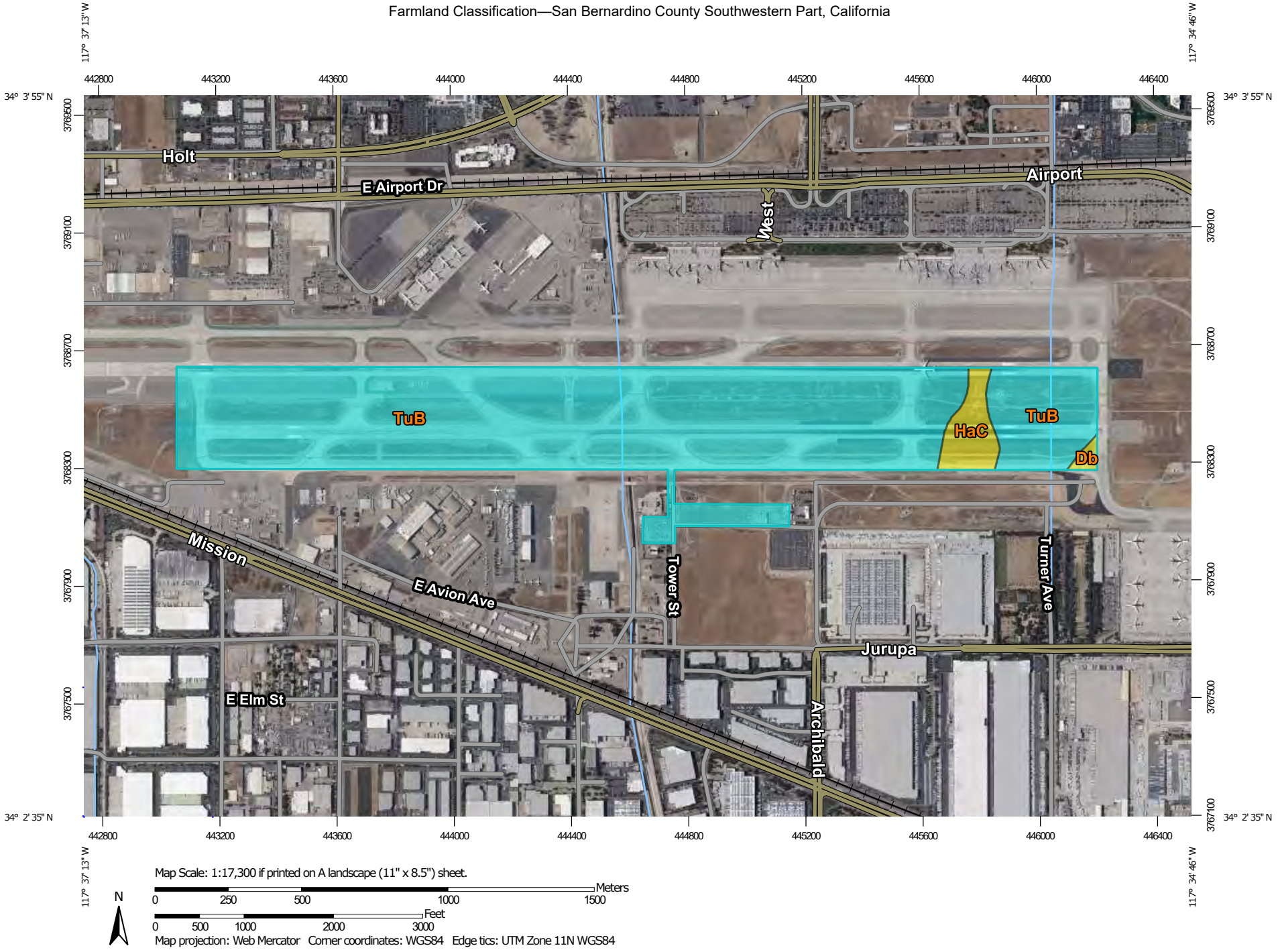
* DEPICTED IN MULTIPLE LOCATIONS

Figure 1
Farmland Classifications

N

0 250 500 1,000 Feet

Sources: OIAA, Nearmap, USDA, HNTB Analysis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117° 34' 46" W
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443200
443600
444000
444400
444800
445200
445600
446000
446400
34° 3' 55" N
34° 2' 35" N
3769500
3769100
3768700
3768300
3767900
3767500
3767100
Holt
E Airport Dr
Airport
West
TuB
HaC
TuB
Db
Mission
E Avion Ave
Tower St
Turner Ave
Jurupa
E Elm St
Archibald
Map Scale: 1:17,300 if printed on A landscape (11" x 8.5") sheet.
N
0 250 500 1000 1500 Meters
0 500 1000 2000 3000 Feet
Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 11N WGS84

MAP LEGEND

Area of Interest (AOI)

- Area of Interest (AOI)

Soils

Soil Rating Polygons

- Not prime farmland
- All areas are prime farmland
- Prime farmland if drained
- Prime farmland if protected from flooding or not frequently flooded during the growing season
- Prime farmland if irrigated
- Prime farmland if drained and either protected from flooding or not frequently flooded during the growing season
- Prime farmland if irrigated and drained
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- Prime farmland if subsoiled, completely removing the root inhibiting soil layer
- Prime farmland if irrigated and the product of I (soil erodibility) x C (climate factor) does not exceed 60
- Prime farmland if irrigated and reclaimed of excess salts and sodium
- Farmland of statewide importance
- Farmland of statewide importance, if drained
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- Farmland of statewide importance, if warm enough
- Farmland of statewide importance, if thawed
- Farmland of local importance
- Farmland of local importance, if irrigated
- Farmland of unique importance
- Not rated or not available

Soil Rating Lines

- Not prime farmland
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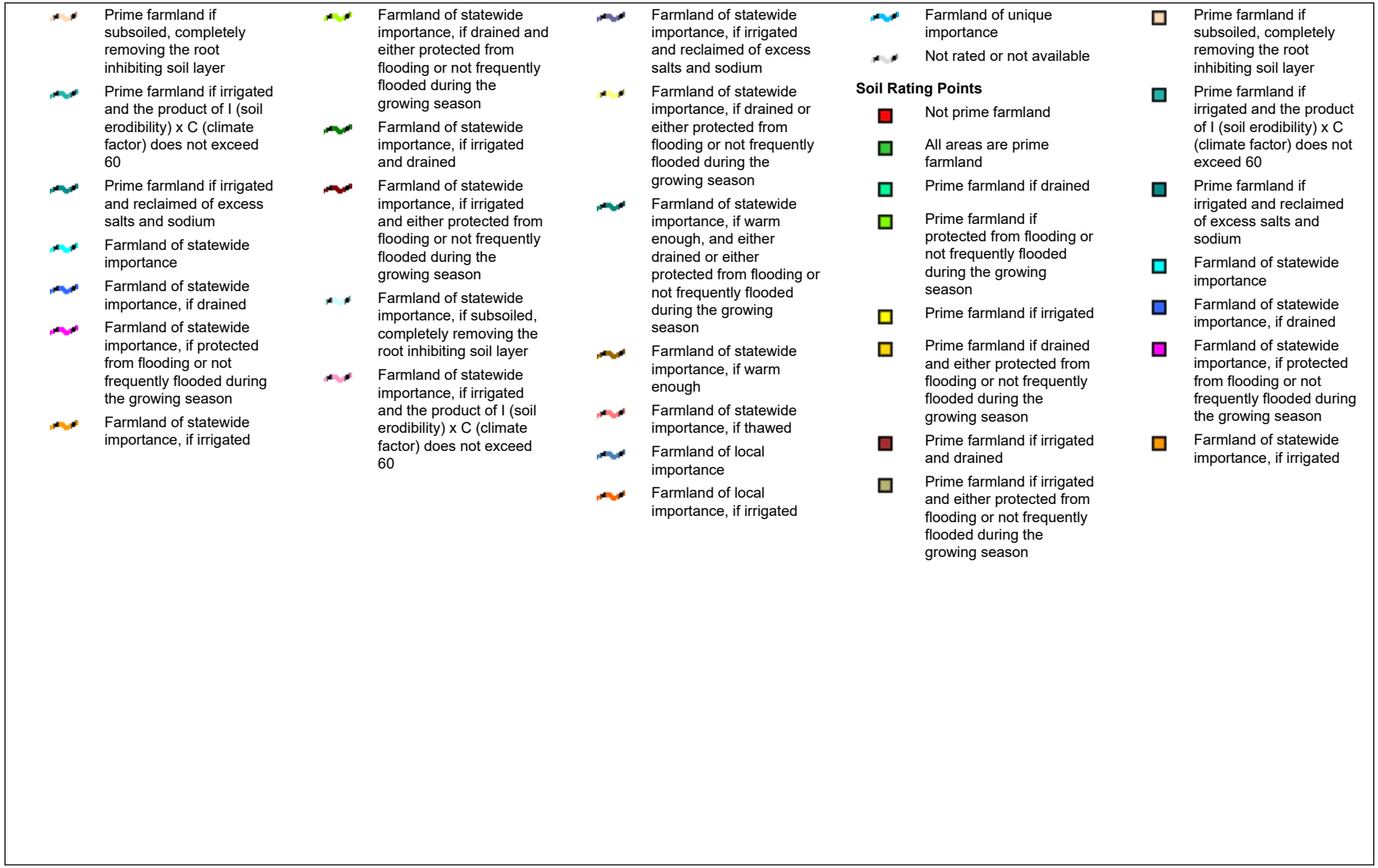
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Water Features

- Streams and Canals

Transportation

- Rails
- Interstate Highways
- US Routes
- Major Roads
- Local Roads

Background

- Aerial Photography

The soil surveys that comprise your AOI were mapped at 1:24,000.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL:
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: San Bernardino County Southwestern Part, California
Survey Area Data: Version 12, May 27, 2020

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: May 10, 2018—Jun 5, 2018

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Farmland Classification

Map unit symbol	Map unit name	Rating	Acres in AOI	Percent of AOI
Db	Delhi fine sand	Prime farmland if irrigated	1.6	0.6%
HaC	Hanford coarse sandy loam, 2 to 9 percent slopes	Prime farmland if irrigated	11.4	4.0%
TuB	Tujunga loamy sand, 0 to 5 percent slopes	Farmland of statewide importance	268.5	95.4%
Totals for Area of Interest			**281.5**	**100.0%**

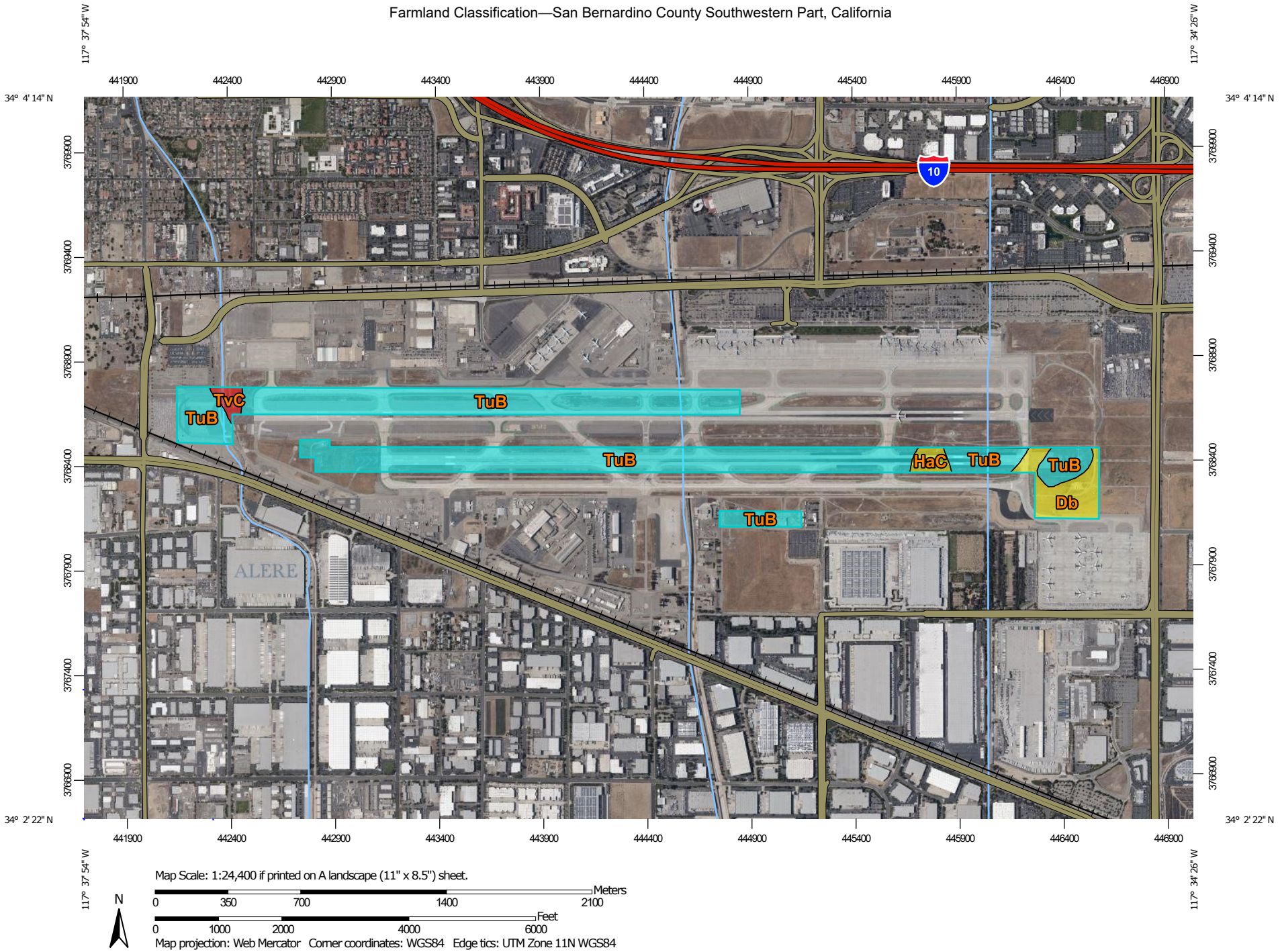
Description

Farmland classification identifies map units as prime farmland, farmland of statewide importance, farmland of local importance, or unique farmland. It identifies the location and extent of the soils that are best suited to food, feed, fiber, forage, and oilseed crops. NRCS policy and procedures on prime and unique farmlands are published in the "Federal Register," Vol. 43, No. 21, January 31, 1978.

Rating Options

Aggregation Method: No Aggregation Necessary

Tie-break Rule: Lower


117° 37' 54" W
117° 34' 26" W
34° 4' 14" N
34° 2' 22" N
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TvC
TuB
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TuB
TuB
HaC
TuB
TuB
Db
ALERE
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N
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0
350
700
1400
2100
Feet
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1000
2000
4000
6000
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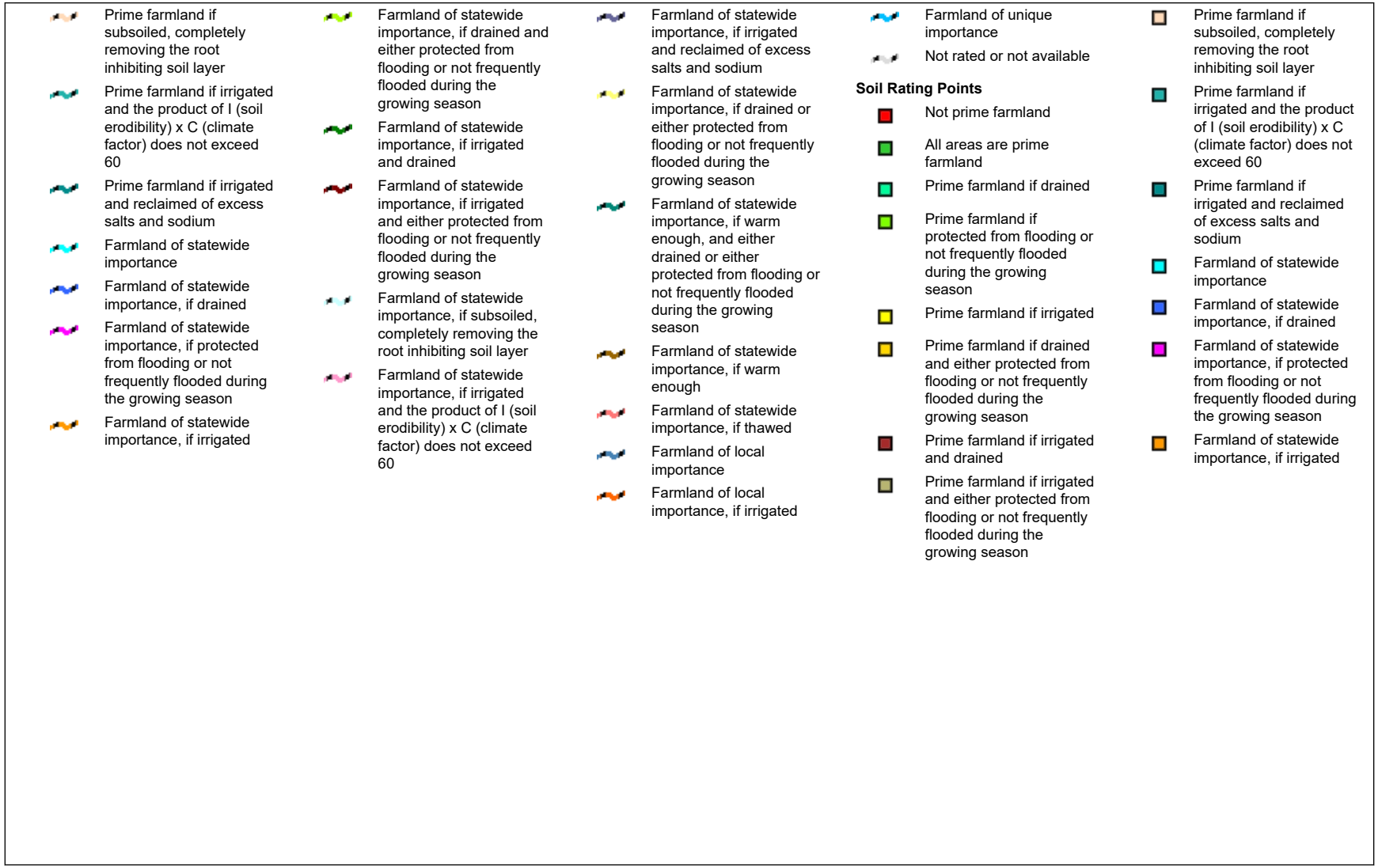
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Background

- Aerial Photography

The soil surveys that comprise your AOI were mapped at 1:24,000.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL:
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: San Bernardino County Southwestern Part, California
Survey Area Data: Version 12, May 27, 2020

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: May 10, 2018—Jun 5, 2018

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Farmland Classification

Map unit symbol	Map unit name	Rating	Acres in AOI	Percent of AOI
Db	Delhi fine sand	Prime farmland if irrigated	18.9	8.2%
HaC	Hanford coarse sandy loam, 2 to 9 percent slopes	Prime farmland if irrigated	5.0	2.2%
TuB	Tujunga loamy sand, 0 to 5 percent slopes	Farmland of statewide importance	203.0	88.0%
TvC	Tujunga gravelly loamy sand, 0 to 9 percent slopes	Not prime farmland	3.9	1.7%
Totals for Area of Interest			**230.7**	**100.0%**

Description

Farmland classification identifies map units as prime farmland, farmland of statewide importance, farmland of local importance, or unique farmland. It identifies the location and extent of the soils that are best suited to food, feed, fiber, forage, and oilseed crops. NRCS policy and procedures on prime and unique farmlands are published in the "Federal Register," Vol. 43, No. 21, January 31, 1978.

Rating Options

Aggregation Method: No Aggregation Necessary

Tie-break Rule: Lower

APPENDIX C

BIOLOGICAL RESOURCES

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Carlsbad Fish And Wildlife Office
2177 Salk Avenue - Suite 250
Carlsbad, CA 92008-7385
Phone: (760) 431-9440 Fax: (760) 431-5901
http://www.fws.gov/carlsbad/

In Reply Refer To: January 14, 2021
Consultation Code: 08ECAR00-2021-SLI-0490
Event Code: 08ECAR00-2021-E-01086
Project Name: ONT Taxiway Improvements and South Electrical Vault Relocation

Subject: List of threatened and endangered species that may occur in your proposed project location or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, and proposed species, designated critical habitat, and candidate species that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)(c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

http://www.fws.gov/endangered/esa-library/pdf/TOC-GLOS.PDF

Please be aware that bald and golden eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 *et seq.*), and projects affecting these species may require development of an eagle conservation plan (http://www.fws.gov/windenergy/eagle_guidance.html). Additionally, wind energy projects should follow the wind energy guidelines (http://www.fws.gov/windenergy/) for minimizing impacts to migratory birds and bats.

Guidance for minimizing impacts to migratory birds for projects including communications towers (e.g., cellular, digital television, radio, and emergency broadcast) can be found at: http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/towers.htm; http://www.towerkill.com; and http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/comtow.html.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List

Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Carlsbad Fish And Wildlife Office
2177 Salk Avenue - Suite 250
Carlsbad, CA 92008-7385
(760) 431-9440

Project Summary

Consultation Code: 08ECAR00-2021-SLI-0490
Event Code: 08ECAR00-2021-E-01086
Project Name: ONT Taxiway Improvements and South Electrical Vault Relocation
Project Type: TRANSPORTATION
Project Description: Taxiway improvements and electrical vault relocation proposed in 2023.
Project Location:

Approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/@34.05424275,-117.59993624618033,14z



Counties: San Bernardino County, California

Endangered Species Act Species

There is a total of 4 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries[1], as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

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1. NOAA Fisheries, also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

Mammals

NAME	STATUS
San Bernardino Merriam's Kangaroo Rat *Dipodomys merriami parvus* There is **final** critical habitat for this species. The location of the critical habitat is not available. Species profile: https://ecos.fws.gov/ecp/species/2060	Endangered

Birds

NAME	STATUS
Coastal California Gnatcatcher *Polioptila californica californica* There is **final** critical habitat for this species. The location of the critical habitat is not available. Species profile: https://ecos.fws.gov/ecp/species/8178	Threatened

Insects

NAME	STATUS
Delhi Sands Flower-loving Fly *Rhaphiomidas terminatus abdominalis* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/1540	Endangered

Flowering Plants

NAME	STATUS
San Diego Ambrosia *Ambrosia pumila* There is **final** critical habitat for this species. The location of the critical habitat is not available. Species profile: https://ecos.fws.gov/ecp/species/8287	Endangered

Critical habitats

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

HELIX Environmental Planning, Inc.
16485 Laguna Canyon Road
Suite 150
Irvine, CA 2618
949.234.8770 **tel**
619.462.1515 **fax**
www.**helixepi**.com

February 11, 2020 OIA-01

Mr. Keith Owens
Ontario International Airport Authority
1923 E Avion Avenue
Ontario, CA 91761

Subject: 2019\2020 non-breeding Burrowing Owl Survey Report for Potential Development of Ontario International Airport's Parcel Study

Dear Mr. Owens:

This letter report presents the results of the 2019 non-breeding season burrowing owl (*Athene cunicularia*; BUOW) survey conducted by HELIX Environmental Planning, Inc. (HELIX) for the Ontario International Airport (study area) located in the City of Ontario, San Bernardino County, California. The survey was conducted in accordance with the California Department of Fish and Wildlife (CDFW; previously California Department of Fish and Game [CDFG]) Staff Report on BUOW Mitigation (CDFG 2012). This letter report describes the methods used to perform the survey and the survey results.

STUDY AREA LOCATION

The 322-acre study area is generally located south of the Interstate (I-) 10 and west of I-15 (Figure 1, *Regional Location*). The study area is located within Section 25 of Township 1 South, Range 7 West of the Guasti, California U.S. Geological Survey (USGS) 7.5-minute topographic quadrangle (Figure 2, *Vicinity Map*). Specifically, the study area is located to the northwest of the intersection of S Haven Avenue and Jurupa Street; to the northwest and southwest of the intersection of E Airport Drive and S Haven Avenue; and to the southwest and southeast of the intersection of S Grove Avenue and E Airport Drive (Figure 3, *Aerial Photograph*). The study area comprises approximately 320 acres of suitable burrowing owl habitat.

STUDY AREA DESCRIPTION

The study area is located directly on and surrounding the tarmac of the Ontario International Airport. The study area is dominated by non-native grass species, such as common ripgut grass (*Bromus diandrus*), puncture vine (*Tribulus terestris*), *red* brome (*Bromus madritensis* ssp. *rubens*), and slender oat (*Avena barbata*), which are maintained as required for weed abatement. The topography of the study area is mostly flat with elevations ranging from 902 feet above mean sea level (AMSL) near the southeast corner to 967 feet AMSL near the northeast corner. Immediate surrounding land uses include the commercial buildings to the north, east, south, and west.

METHODS

The focused BUOW survey was conducted according to the CDFW BUOW survey guidelines (CDFG 2012), which includes Part I Habitat Assessment and Focused Burrow Survey and Part II Focused BUOW Surveys. The CDFW BUOW survey guidelines are described in further detail below.

Part I: Habitat Assessment and Focused Burrow Survey

Prior to conducting the habitat assessment, HELIX consulted the California Natural Diversity Database (CNDDB) to determine the nearest BUOW occurrence(s). A habitat assessment was conducted by HELIX biologists Ezekiel Cooley and Lauren Singleton on November 1, 2018 to determine whether the study area supports suitable BUOW habitat. A focused burrow survey was conducted concurrently with the habitat assessment. All suitable burrows (i.e., greater than 11 centimeters [cm] in height and width and greater than 150 cm in depth) and burrow surrogates were recorded using a handheld Global Positioning System (GPS) unit (Figure 4, *Suitable Burrow and Transect Locations*). The habitat assessment and focused burrow survey were conducted prior to commencement of the BUOW focused surveys. The assessment was conducted on the study area and within a 150-meter (approximately 500-foot) buffer zone around the periphery of the study area (survey area). The survey area was slowly walked and assessed for suitable BUOW habitat, including:

- disturbed low-growing vegetation within grassland and shrublands (less than 30 percent canopy cover);
- gently rolling or level terrain;
- areas with abundant small mammal burrows, especially California ground squirrel (*Otospermophilus beecheyi*) burrows;
- fence posts, rocks, or other low perching locations; and
- man-made structures, such as earthen berms, debris piles, and cement culverts.

All potential burrows were checked for signs of recent owl occupation. Signs of occupation include:

- pellets/casting (regurgitate fur, bones, and/or insect parts);
- white wash (excrement); and/or
- feathers.

Part II: Locating Burrowing Owls

Since suitable habitat and burrows were observed within the survey area during the habitat assessment, non-breeding focused BUOW surveys were conducted to determine whether the survey area supports BUOW. The focused surveys consisted of four (4) non-breeding season surveys, spread evenly, throughout the nonbreeding season, that were performed by Mr. Cooley and Ms. Singleton and HELIX biologists Matthew Dimson, Amy Lee, and Daniel Torres between October 8, 2019 and January 14, 2020. (Table 1 *Survey Information*)

The biologists walked transects spaced no greater than 20 meters apart (approximately 65 feet) to allow for 100 percent visual coverage of all suitable habitat within the survey area (Figure 4). The biologists walked slowly and methodically, closely checking suitable habitat within the survey area for BUOW diagnostic sign (e.g., molted feathers, pellets/castings, or whitewash at or near a burrow entrance) and individual BUOW. If observed, BUOW sign and BUOW observations were recorded with a GPS unit. Inaccessible areas of the survey area were visually assessed using binoculars.

Table 1
Survey Information

	Biologist	Start/Stop Time	Start/Stop Weather Conditions	Survey Results
10/08/19	Ezekiel Cooley Lauren Singleton	0715-0900	62°F, wind 0-1 mph, 0% clouds 69°F, wind 1-2 mph, 0% clouds	• Active Burrow #1: One adult was observed next to a grated drain with a burrow located to the west of the drain.
10/11/19	Ezekiel Cooley Lauren Singleton	0710-0900	67°F, wind 4-5 mph, 0% clouds 71°F, wind 4-5 mph, 0% clouds	• Active Burrow #2: One adult was in a cement culvert.
10/15/19	Lauren Singleton Daniel Torres	0710-1000	56°F, wind 3-4 mph, 0% clouds 73°F, wind 1-2 mph, 0% clouds	• No BUOW detected.
11/05/19	Matthew Dimson Lauren Singleton	0715-0945	61°F, wind 0-1 mph, 0% clouds 73°F, wind 0-1 mph, 0% clouds	• No BUOW detected.
11/08/19	Matthew Dimson Lauren Singleton	0730-0915	61°F, wind 2-3 mph, 0% clouds 77°F, wind 2-3 mph, 0% clouds	• Active Burrow #2: One adult was in a cement culvert.
11/12/19	Amy Lee Lauren Singleton	0715-0945	55°F, wind 0-1 mph, 5% clouds 77°F, wind 0-1 mph, 0% clouds	• No BUOW detected.
12/03/19	Matthew Dimson Lauren Singleton	0800-1000	56°F, wind 0-1 mph, 100% clouds 63°F, wind 0-1 mph, 100% clouds	• No BUOW detected.
12/06/19	Matthew Dimson Lauren Singleton	0730-0930	50°F, wind 0-1 mph, 30% clouds 63°F, wind 2-3 mph, 50% clouds	• No BUOW detected.
12/10/19	Matthew Dimson Lauren Singleton	0710-0930	46°F, wind 1-2 mph, 20% clouds 55°F, wind 0-1 mph, 80% clouds	• No BUOW detected.
01/07/20	Ezekiel Cooley Matthew Dimson	0715-0900	46°F, wind 0-1 mph, 15% clouds 55°F, wind 0-1 mph, 20% clouds	• Active Burrow #3: One adult was observed below a grated drain with a burrow located on the south side of the drain.
1/10/20	Ezekiel Cooley Matthew Dimson	0710-0850	43°F, wind 2-3 mph, 100% clouds 50°F, wind 1-2 mph, 100% clouds	• No BUOW detected.
01/14/20	Ezekiel Cooley Matthew Dimson	0700-0900	43°F, wind 0-1 mph, 100% clouds 47°F, wind 0-1 mph, 100% clouds	• No BUOW detected.

RESULTS

Suitable BUOW habitat was observed within the survey area during the habitat assessment, including low-growing vegetation within the non-native grassland. Several burrows and burrow surrogates, such as vertical corrugated metal pipe storm drain risers, that could potentially be used by BUOWs were observed within the survey area (Figure 4). Suitable foraging habitat was observed within and adjacent to the survey area. There are CNDDB records of BUOWs within the survey area from 2007 and 2013 (CDFW 2019).

A total of three active burrows were detected within the survey area (Figure 4). One active burrow was located on the western end of the tarmac (Active Burrow [AB]-1) and two active burrows were located on the northeastern end of the tarmac (Active Burrow [AB]-2 and AB-3). A summary of observations is provided below.

AB-1 was on the study are in the middle of the tarmac between the two runways, approximately 2,100 feet to the northwest of South Vineyard Avenue and Avion Drive intersection. One adult BUOW was observed next to a grated drain with a burrow located to the west of the drain. This adult was only observed once on October 5, 2019 and was not present on subsequent surveys.

AB-2 was located on the eastern portion of the study area, approximately 2,200 feet to the southwest of South Haven Avenue and East Airport Drive. One adult BUOW was observed in a cement culvert on October 11 and November 8, 2019. The BUOW was not present on subsequent surveys.

AB-3 was located on the eastern portion of the study area, approximately 3,000 feet to the southwest of South Haven Avenue and East Airport Drive. One adult was observed below a grated drain with a burrow located on the south side of the drain. This adult was observed only once on January 7, 2020.

The locations of all suitable burrows, BUOW sign, and occupied burrows observed within and adjacent to the study area are shown on Figure 4.

CONCLUSION

A total of three active burrows were detected within the survey area. One adult BUOW was observed at each active burrow: AB-1, AB-2, and AB-3. AB-1 and AB-2 had no adult BUOW present during the final series of surveys.

These surveys are intended to document the non-breeding season activity on the survey area and may not be considered conclusive findings by CDFW even if BUOW are observed. A breeding season focused survey may be required to determine the full extent of use on the survey area.

In addition to breeding season protocol surveys, a take avoidance (pre-construction) survey would also be required and shall be conducted within 14 days prior to ground disturbance in accordance with CDFW Staff Report on BUOW Mitigation (2012). If ground-disturbing activities are delayed more than 14 days after the pre-construction survey has been completed, the study area must be resurveyed.

If you have any questions regarding the information presented in this letter report, please contact Ezekiel Cooley (EzekielC@helixepi.com) or Lauren Singleton (LaurenS@helixepi.com) at (949) 234-8770.

Sincerely,

Ezekiel Cooley
Biologist

Lauren Singleton
Biologist

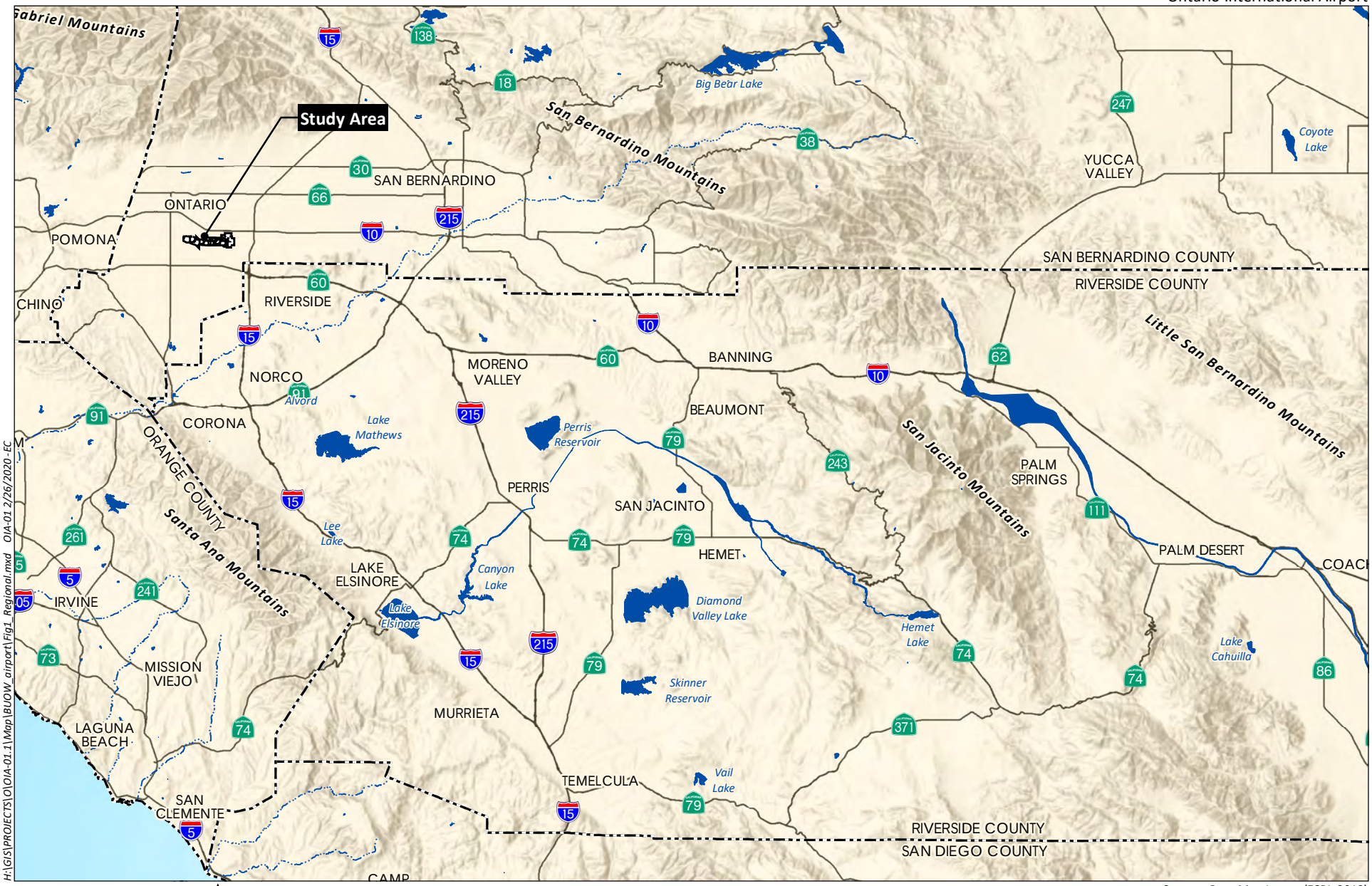
Attachments:

Figure 1: Regional Location
Figure 2: USGS Topography
Figure 3: Aerial Photograph
Figure 4: BUOW Observations and Burrow Locations

REFERENCES

California Department of Fish and Game. 2012. Staff report on burrowing owl mitigation. State of California Natural Resources Agency. March 7, 2012.

California Department of Fish and Wildlife (CDFW). 2019. California Natural Diversity Database and Rarefind. California Department of Fish and Wildlife: Sacramento, California. Retrieved from: https://www.wildlife.ca.gov/Data/CNDDB/Maps-and-Data. Accessed July 31, 2019.



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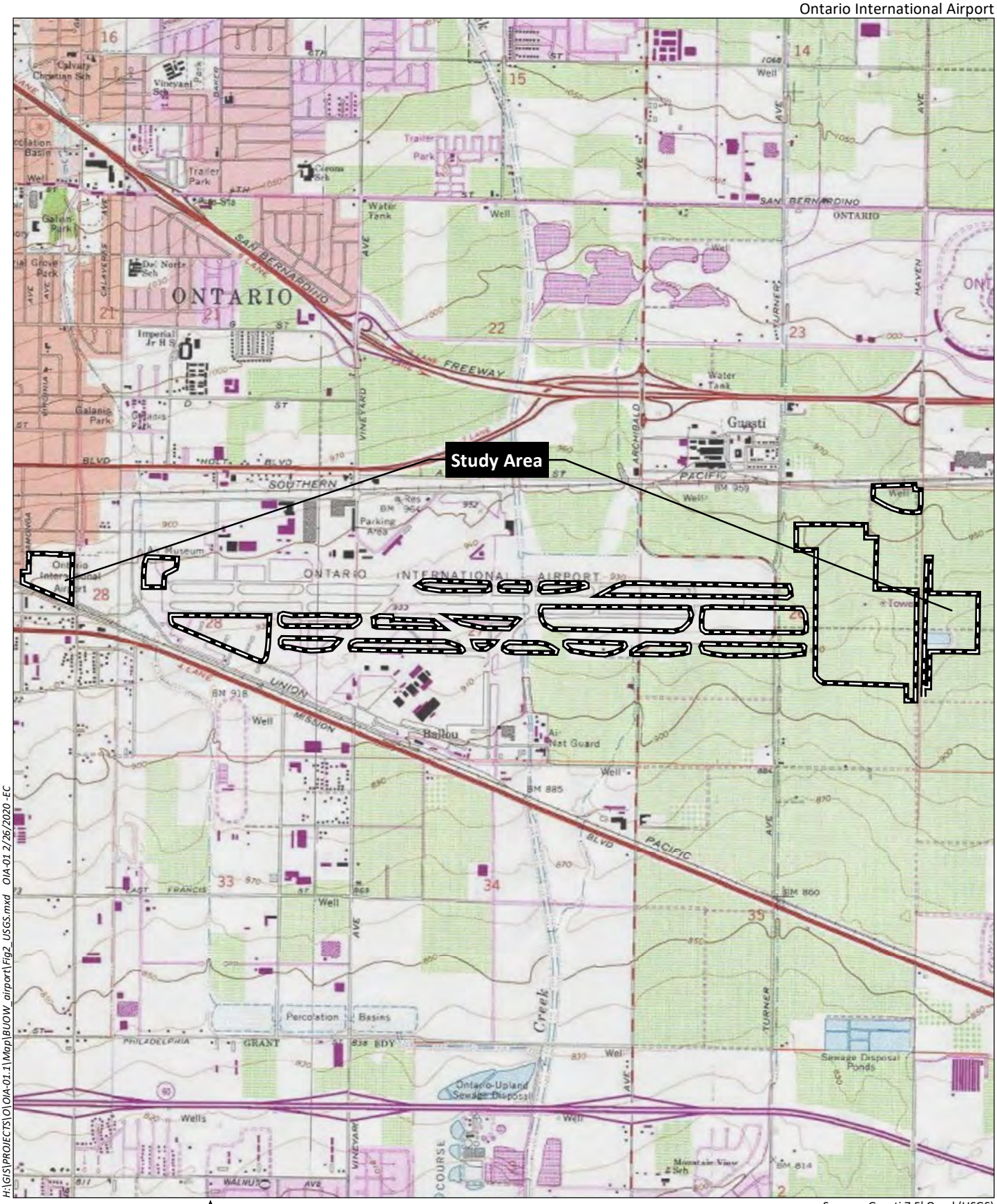
Source: Base Map Layers (ESRI, 2013)

HELIX Environmental Planning

Regional Location

Figure 1



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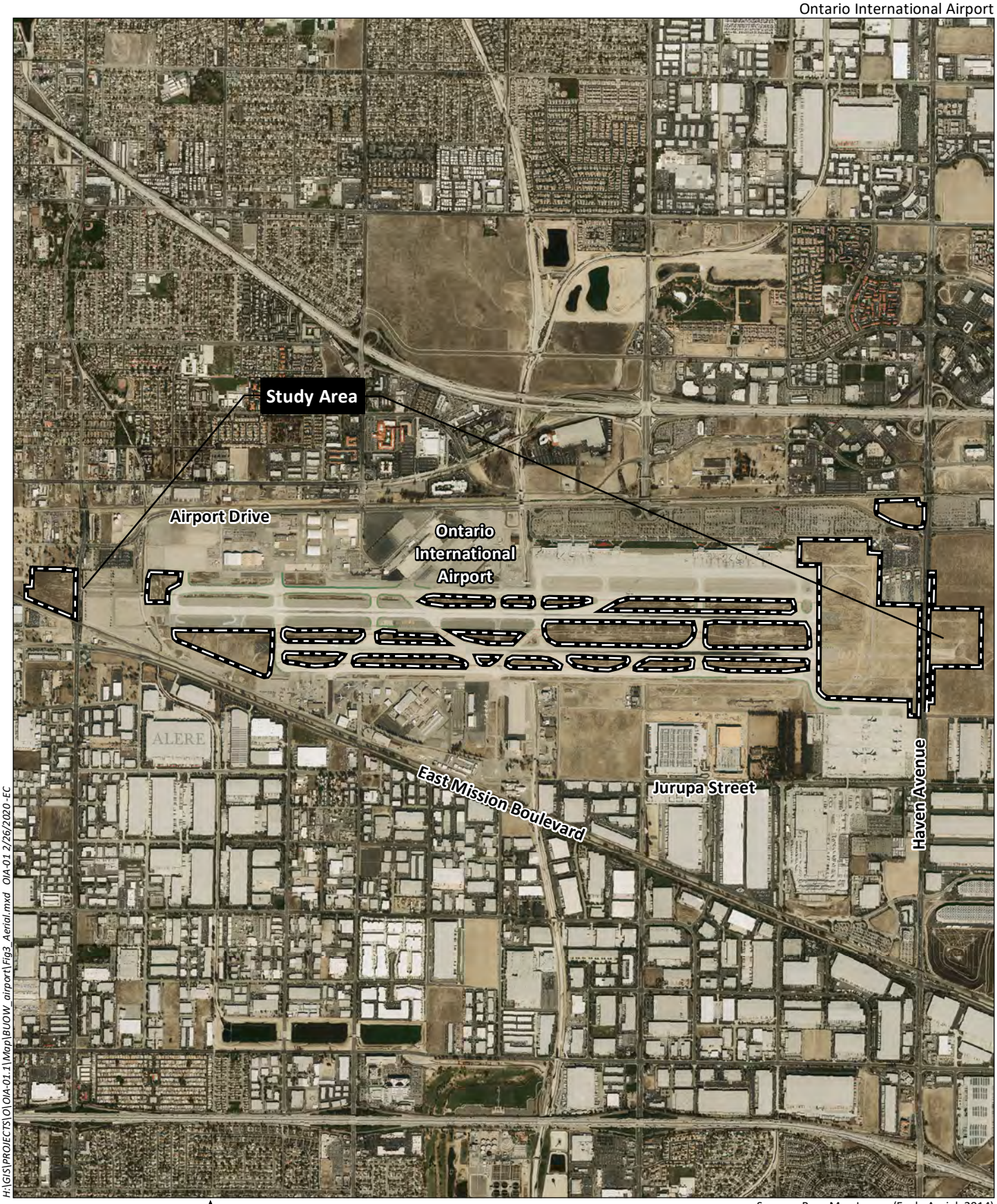
0 2,000 Feet

Source: Guasti 7.5' Quad (USGS)

HELIX Environmental Planning

USGS Topography

Figure 2



H:\GIS\PROJECTS\O\OIA-01.1\Map\BUOW airport\Fig3 Aerial.mxd OIA-01 2/26/2020 EC

0 2,500 Feet

Source: Base Map Layers (Eagle Aerial, 2014)

HELIX Environmental Planning

Aerial Photograph

Figure 3

Ontario International Airport

500-foot Survey Buffer
Survey Areas
2019/2020 Non-Breeding Season BUOW Observations
Suitable Burrows
Transects

AB-1
AB-3
AB-2

Inset Map
0 200 Feet
AB-1
AB-3

Inset Map
0 200 Feet
AB-2

0 1,300 Feet

Source: Aerial (Eagle Aerial, 2014)

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HELIX Environmental Planning

2019/**2020** Non-Breeding Season BUOW Survey Areas

Figure 4

APPENDIX D

WATER RESOURCES

HELIX Environmental Planning, Inc.
7578 El Cajon Boulevard
La Mesa, CA 91942
619.462.1515 tel
619.462.0552 fax
www.helixepi.com

February 16, 2021 HNT-13.01

Kim Hughes
HNTB Corporation
2900 South Quincy St. Suite 600
Arlington, VA 22206

Subject: Jurisdictional Delineation Letter Report for the Proposed Taxiway Improvements and South Electrical Vault Relocation Project at Ontario International Airport

Dear Ms. Hughes:

This letter presents the results of a jurisdictional delineation conducted by HELIX Environmental Planning, Inc. (HELIX) for the proposed Taxiway Improvements and South Electrical Vault Relocation Project (project) located at Ontario International Airport (ONT). The delineation was conducted to identify and map existing areas within the project area that are "waters of the U.S." under U.S. Army Corps of Engineers (USACE) jurisdiction pursuant to Section 404 of the Clean Water Act (CWA); waters of the State under Regional Water Quality Control Board (RWQCB) jurisdiction pursuant to Section 401 of the CWA; and streambed habitats under California Department of Fish and Wildlife (CDFW) jurisdiction pursuant to Section 1600 of the California Fish and Game Code. This report presents HELIX's best efforts to quantify jurisdiction within the project site using the current regulations, written policies, and guidance from USACE, RWQCB, and CDFW (collectively, the "regulatory agencies").

PROJECT LOCATION

The approximately 282-acre project site is in the City of Ontario, San Bernardino County, California. generally located south of the Interstate (I-) 10 and west of I-15 (Figure 1, *Regional Location*). The project site is located within Section 25 of Township 1 South, Range 7 West of the Guasti, California U.S. Geological Survey (USGS) 7.5-minute topographic quadrangle (Figure 2, *Vicinity Map*). Specifically, the project site is located to the northwest of the intersection of S Haven Avenue and Jurupa Street; to the southwest of the intersection of E Airport Drive and S Haven Avenue; to the southwest of the intersection of S Grove Avenue and E Airport Drive; and to the northeast of the intersection of S Grove Avenue and E Mission Boulevard (Figure 3, *Aerial Photograph*).

PROJECT DESCRIPTION

The proposed project consists of the construction, modification, removal and/or relocation of taxiways, relocation of navigational aids (NAVAIDS); relocation of an electrical vault; and other minor airfield improvements (Figure 4, *Proposed Action*).

METHODS

Prior to beginning fieldwork, aerial photographs (1 inch = 150 feet), topographic maps (1 inch = 150 feet), USGS quadrangle maps, and National Wetland Inventory maps (U.S. Fish and Wildlife Service 2019) were reviewed. HELIX Regulatory Specialist Ezekiel Cooley conducted the jurisdictional delineation field work on January 12, 2021. Delineation methods used to determine each agency's jurisdictional limits are discussed below.

U.S. Army Corps of Engineers

The USACE waters of the U.S. are determined using current USACE guidelines (Environmental Laboratory 1987, U.S. Army Corps of Engineers [USACE] 2008a). Areas are determined to be waters of the U.S. if there is evidence of regular surface flow (e.g., bed and bank). Jurisdictional limits for these areas are measured according to the presence of a discernible Ordinary High Water Mark (OHWM), which is defined in 33 Code of Federal Regulations (CFR) Section 329.11 as "that line on the shore established by the fluctuations of water and indicated by physical characteristics such as a clear, natural line impressed on the bank; shelving; changes in the character of the soil; destruction of terrestrial vegetation; the presence of litter or debris; or other appropriate means that consider the characteristics of the surrounding areas." The USACE has issued further guidance on the OHWM (Riley 2005; USACE 2008b), which also was considered in this jurisdictional assessment.

The jurisdictional delineation was conducted in accordance with court decisions (i.e., Rapanos v. United States, Carabell v. United States, and Solid Waste Agency of Northern Cook County v. USACE), as outlined and applied by the USACE (USACE 2007; Grumbles and Woodley 2007); and USACE and U.S. Environmental Protection Agency (EPA; 2007). These publications explain that the EPA and USACE will assert jurisdiction over traditional navigable waters (TNW) and tributaries to TNWs that are a relatively permanent water body (RPW), which has year-round or continuous seasonal flow. For water bodies that are not RPWs, a significant nexus evaluation is used to determine if the non-RPW is jurisdictional. As an alternative to the significant nexus evaluation process, a preliminary jurisdictional delineation may be submitted to the USACE. The preliminary jurisdictional delineation treats all waters and wetlands on a site as if they are jurisdictional waters of the U.S. (USACE 2008a). A significant nexus evaluation or preliminary jurisdictional delineation are typically only required for projects that propose impacts to potentially jurisdictional features and, therefore, require a Section 404 permit from the USACE.

Regional Water Quality Control Board

The RWQCB asserts regulatory jurisdiction over activities affecting wetland and non-wetland waters of the State pursuant to Section 401 of the CWA and the State Porter-Cologne Water Quality Control Act. Potential RWQCB jurisdiction would follow the boundaries of USACE jurisdiction for waters of the U.S.

California Department of Fish and Wildlife

The CDFW jurisdictional boundaries are determined based on the presence of riparian vegetation or regular surface flow, if present. Streambeds within CDFW jurisdiction are delineated based on the definition of streambed as "a body of water that flows at least periodically or intermittently through a bed or channel having banks and supporting fish or other aquatic life. This includes watercourses with surface or subsurface flow that supports riparian vegetation" (Title 14, Section 1.72). This definition for CDFW jurisdictional habitat allows for a wide variety of habitat types to be jurisdictional, including some that do not include wetland species (e.g., oak woodland and alluvial fan sage scrub). Jurisdictional limits for CDFW streambeds are defined by the top of bank. Vegetated CDFW habitats are mapped at the limits of streambed-associated vegetation, if present.

RESULTS

The project site supports two drainages that flow beneath the work area through covered concrete channels and storm drainpipes. The drainages include Cucamonga Creek Channel in the center of the project site and Deer Creek Channel in the eastern portion of the project site, which are both USGS-mapped blueline streams. Additionally, the project site includes multiple storm drain inlets that convey flows into the two channels.

Based on the results of the jurisdictional delineation, Cucamonga Creek Channel and Deer Creek Channel are considered USACE/RWQCB non-wetland waters of the U.S. and CDFW jurisdiction (Figure 5, *Jurisdictional Features*). These jurisdictional features are underground through the extent of the project site. The channel features are described in detail below.

Cucamonga Creek Channel

Cucamonga Creek Channel is a concrete rectangular channel that runs north to south through the center of the project site and is considered a USACE public works facility. Based on the USGS Guasti quadrangle map, the headwaters of Cucamonga Creek originate approximately seven miles to the north of the project site at the base of Cucamonga Peak in San Gabriel Mountains where it occurs as a natural soft-bottomed creek. Cucamonga Creek generally flows south through Cucamonga Canyon and becomes channelized once it exits the San Gabriel Mountains. Cucamonga Creek Channel flows enter the project site near the northern boundary to the south of Airport Drive. The channel continues for approximately 0.4 mile through the center of the site, flowing underneath the airport taxiway and resurfacing to the south of the taxiway. The channel exits the project site near the southern boundary, just north of Avion Street. After exiting the project site, Cucamonga Creek Channel flows south for 11 miles to the south of the project site and becomes soft-bottomed just prior to meeting the Santa Ana River at the Prado Flood Control Basin in Riverside County. The Santa Ana River ultimately drains into the Pacific Ocean approximately 35 miles to the southwest of the project site. Soils within Cucamonga Creek Channel on the project site are mapped as Tujunga loamy sand (0 to 5 percent slopes; NRCS 2021; Figure 6, *Soils*). However, native soils are no longer present in Cucamonga Creek Channel due to the full concrete channelization of the creek.

Deer Creek Channel

Deer Creek Channel is a concrete rectangular channel that runs north to south along the eastern project site boundary. Based on the USGS Guasti quadrangle map, the headwaters of Deer Creek originate approximately seven miles to the northeast of the project site at the base of Cucamonga Peak in San Gabriel Mountains where it occurs as a natural soft-bottomed creek. Deer Creek generally flows south through Deer Canyon and becomes channelized once it exits the San Gabriel Mountains. The channel likely collects sheet flow from impervious surfaces in the surrounding area and storm drains that empty into the channel. The majority of flows within Deer Creek Channel empty into Cucamonga Creek Channel near Turner Basin, approximately one mile to the north of project site. Some water is diverted into the channel within the historic flow path of Deer Creek, which flows south from Turner Basin as a mostly natural streambed until it reaches Airport Drive. Deer Creek flows underneath the airport and enters and exits the project site as an underground channel. Deer Creek continues south as an underground channel and surfaces as a concrete trapezoidal channel just north of State Route 60, approximately 1.6 miles to the south of the project site. The channel continues southwest as Lower Deer Creek Channel for approximately 2.1 miles, ultimately draining into Cucamonga Creek Channel. Soils within Deer Creek Channel on the project site are mapped as Tujunga loamy sand (0 to 5 percent slopes; NRCS 2021; Figure 6). However, native soils are no longer present in Deer Creek Channel due to the concrete channelization of the creek.

IMPACTS

The project will not result in any impacts to Cucamonga Creek Channel or Deer Creek Channel. The project will require removal and installation of storm drain inlets. The removal and installation of storm drain inlets will be performed in such a way that no incidental fall back to the storm drain system will occur. Since the storm drain inlet removal and installation activities will not result in direct or indirect impacts to downstream jurisdictional waters, the project would not impact USACE, RWQCB, or CDFW, jurisdictional waters. In the absence of impacts to jurisdictional waters, the project would not require regulatory permits from the regulatory agencies.

AVOIDANCE AND MINIMIZATION MEASURES

The project will result in the removal and replacement of several storm drain inlets, which will not require work within USACE, RWQCB, or CDFW jurisdictional waters. No discharge of fill will occur within USACE and/or RWQCB jurisdictional waters and no streambed alterations will occur within CDFW jurisdictional resources, as a result of the proposed project.

The following minimization measures shall be implemented during construction to avoid indirect impacts to downstream jurisdictional waters:

1. General Stormwater Construction Permit compliance.

2. Municipal Storm Drain Permit (MS4) compliance.

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 follow the ONT Storm Water Pollution Prevention Plan (SWPPP) and standard construction BMPs.

4. A project-specific Construction SWPPP would address construction-related surface water quality impacts and delineate water quality control measures to address those impacts.

5. Construction 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*.

6. Employees shall strictly limit their activities, vehicles, equipment, and construction material to the proposed project footprint, staging areas, and designated routes of travel.

CONCLUSION

Based on HELIX's assessment, the project will not result in direct or indirect impacts to jurisdictional resources regulated by the USACE, RWQCB, or CDFW, provided that the jurisdictional avoidance and minimization measures outlined above are adequately implemented during construction of the project. Given the absence of jurisdictional impacts, HELIX does not anticipate that regulatory permits will be required to implement the project.

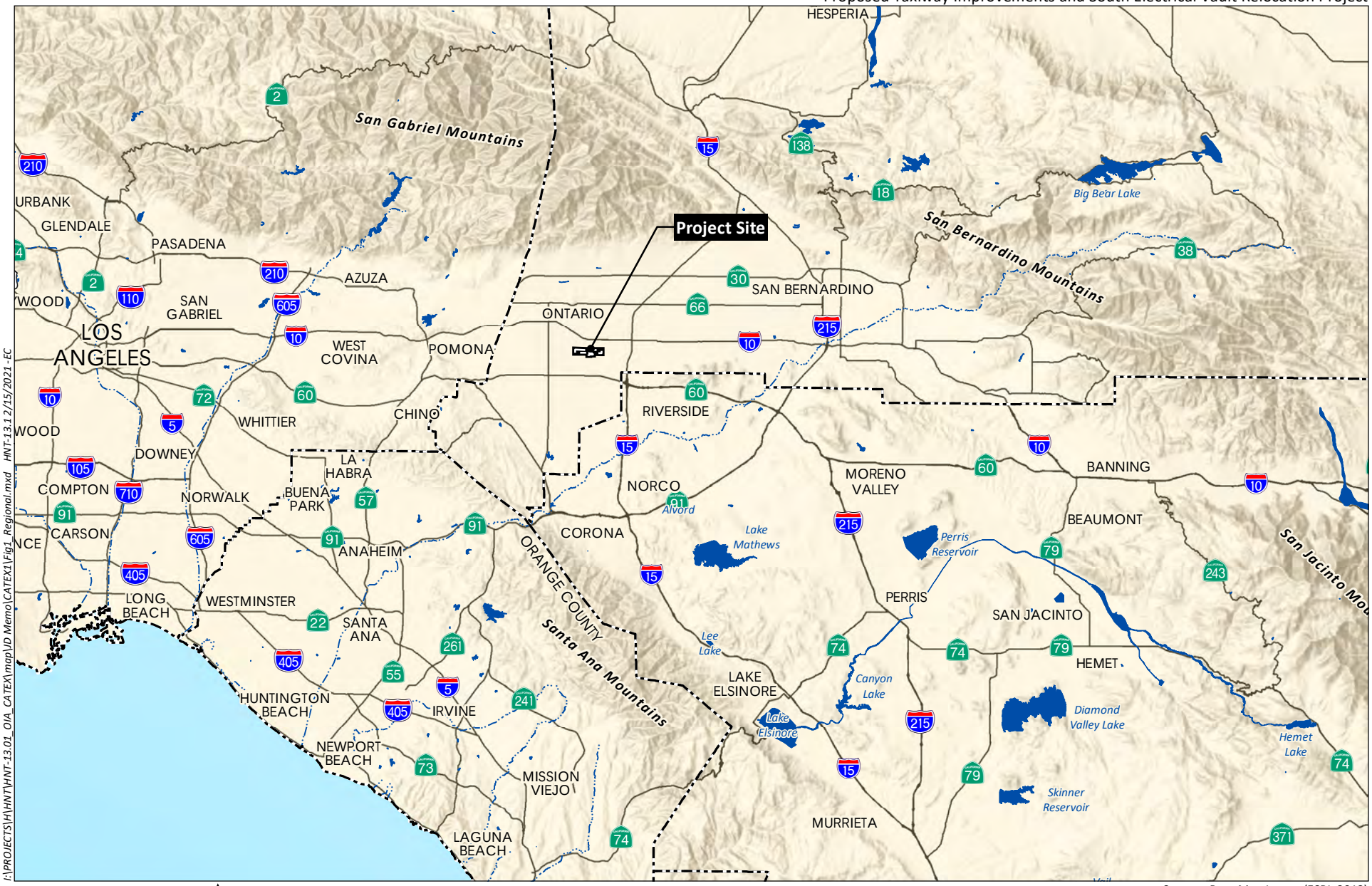
If you have any questions regarding the information presented in this letter report, please contact me at EzekielC@helixepi.com or (949) 234-8770.

Sincerely,

Ezekiel Cooley
Senior Biology Project Manager/Regulatory Specialist

Attachments:

Figure 1: Regional Location
Figure 2: Vicinity Map
Figure 3: Aerial Photograph
Figure 4: Proposed Action
Figure 5: Jurisdictional Features
Figure 6: Soils



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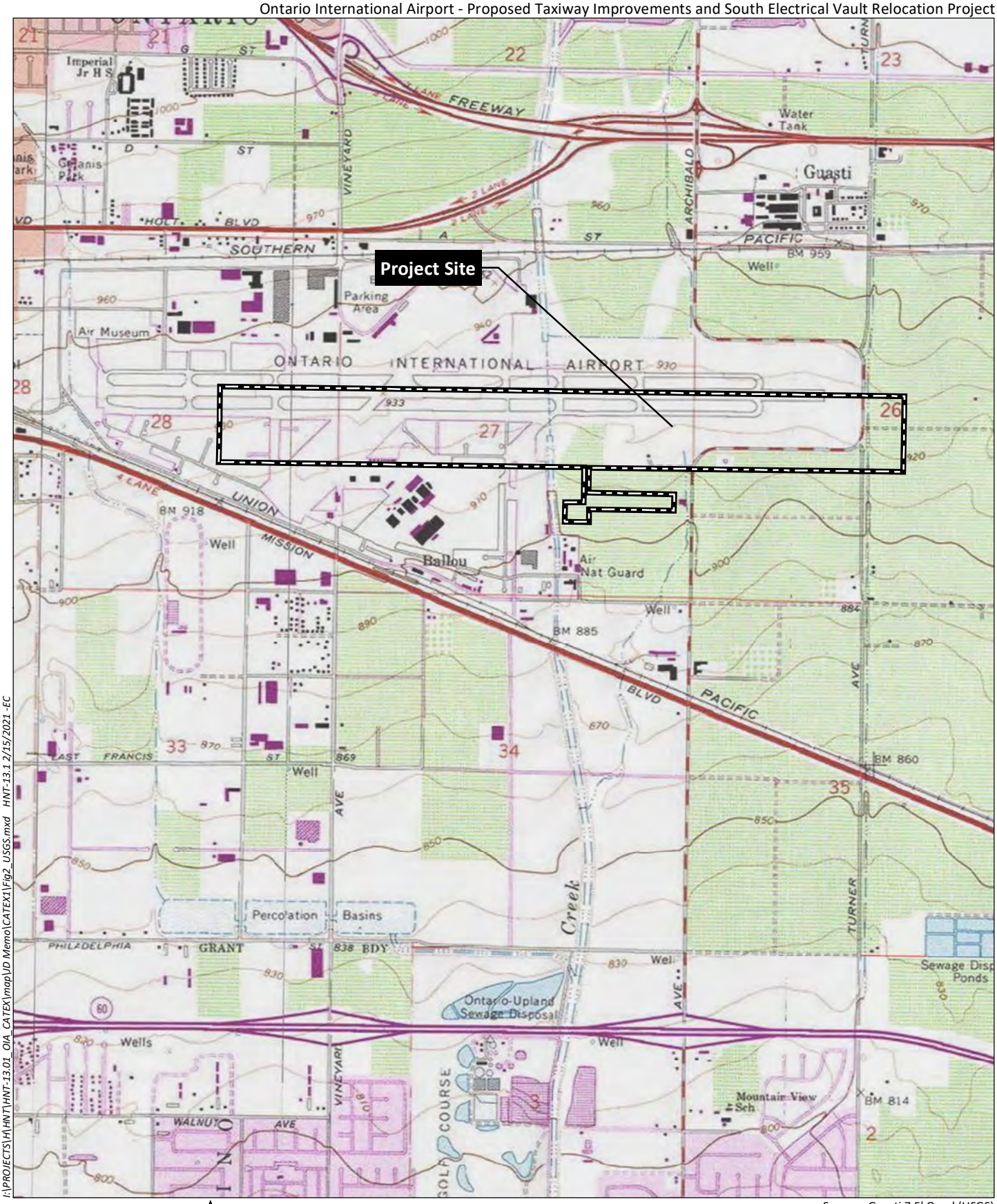
Source: Base Map Layers (ESRI, 2013)

HELIX Environmental Planning

Regional Location

Figure 1



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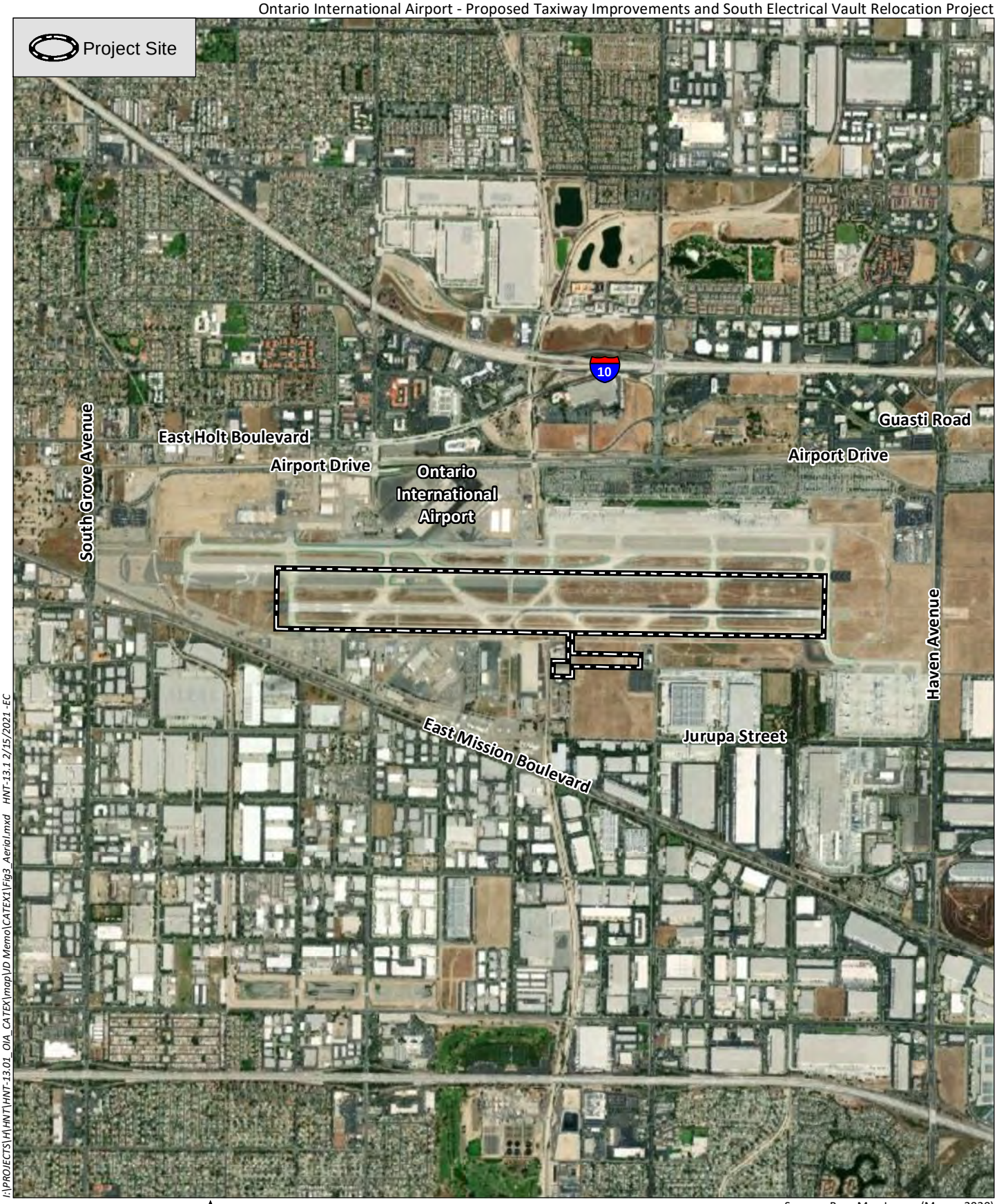
Source: Guasti 7.5' Quad (USGS)

HELIX Environmental Planning

Vicinity Map

Figure 2



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0 2,500 Feet

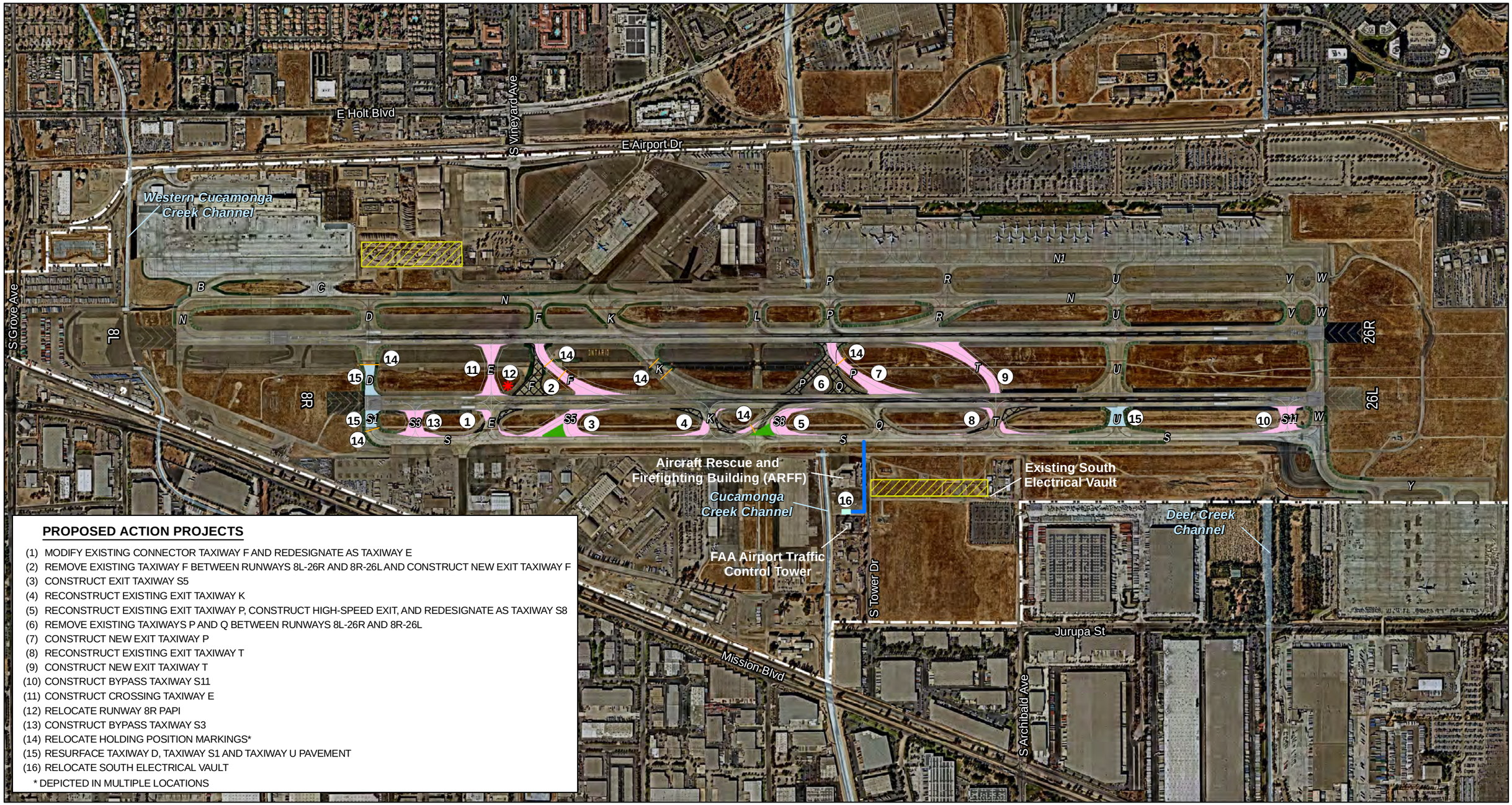
Source: Base Map Layers (Maxar, 2020)

HELIX Environmental Planning

Aerial Photograph

Figure 3

Categorical Exclusion for Taxiway Improvements and South Electrical Vault Relocation at Ontario International Airport



PROPOSED ACTION PROJECTS

(1) MODIFY EXISTING CONNECTOR TAXIWAY F AND REDESIGNATE AS TAXIWAY E
(2) REMOVE EXISTING TAXIWAY F BETWEEN RUNWAYS 8L-26R AND 8R-26L AND CONSTRUCT NEW EXIT TAXIWAY F
(3) CONSTRUCT EXIT TAXIWAY S5
(4) RECONSTRUCT EXISTING EXIT TAXIWAY K
(5) RECONSTRUCT EXISTING EXIT TAXIWAY P, CONSTRUCT HIGH-SPEED EXIT, AND REDESIGNATE AS TAXIWAY S8
(6) REMOVE EXISTING TAXIWAYS P AND Q BETWEEN RUNWAYS 8L-26R AND 8R-26L
(7) CONSTRUCT NEW EXIT TAXIWAY P
(8) RECONSTRUCT EXISTING EXIT TAXIWAY T
(9) CONSTRUCT NEW EXIT TAXIWAY T
(10) CONSTRUCT BYPASS TAXIWAY S11
(11) CONSTRUCT CROSSING TAXIWAY E
(12) RELOCATE RUNWAY 8R PAPI
(13) CONSTRUCT BYPASS TAXIWAY S3
(14) RELOCATE HOLDING POSITION MARKINGS*
(15) RESURFACE TAXIWAY D, TAXIWAY S1 AND TAXIWAY U PAVEMENT
(16) RELOCATE SOUTH ELECTRICAL VAULT

* DEPICTED IN MULTIPLE LOCATIONS

Legend

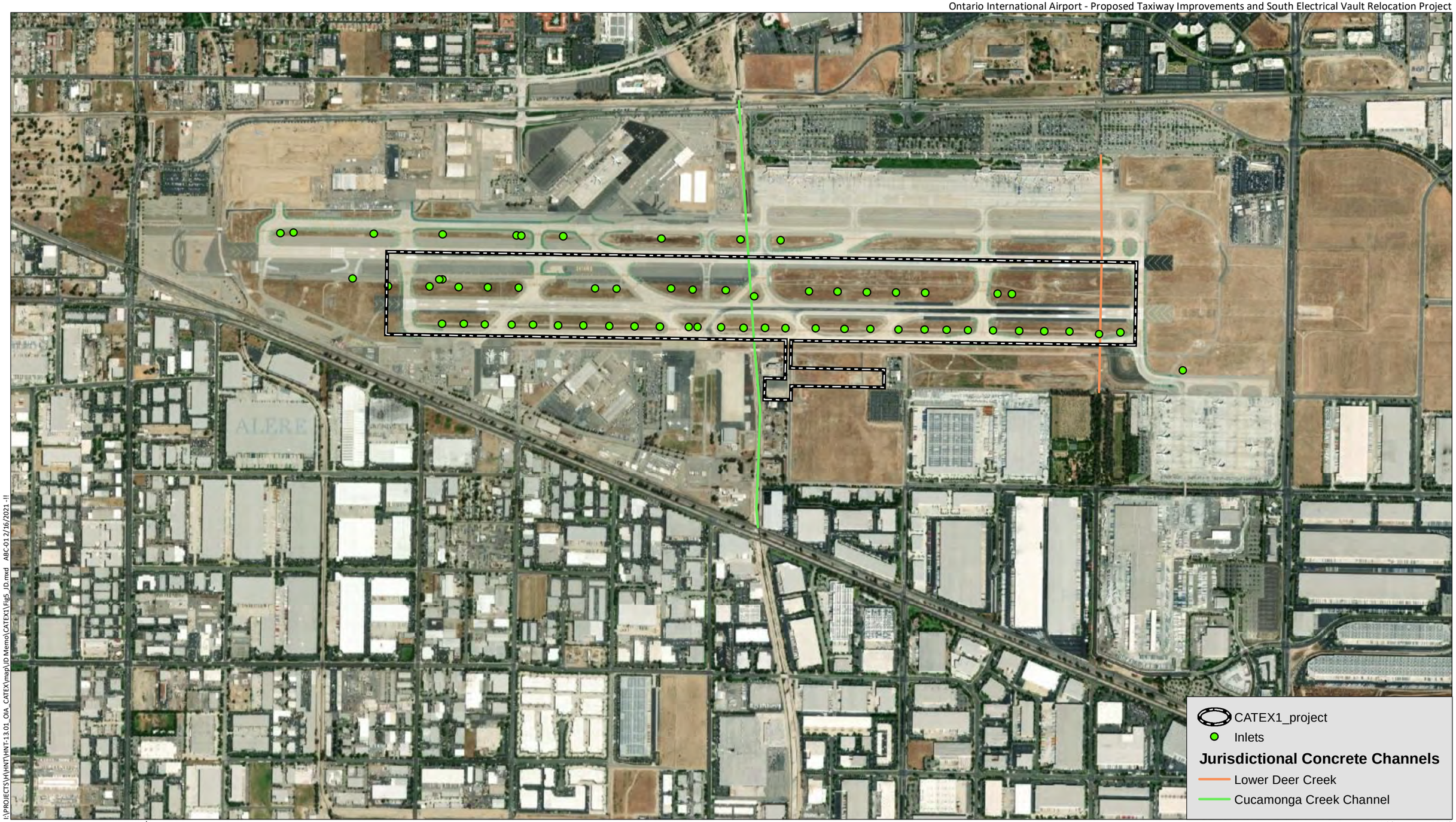
- Proposed Taxiway Pavement
- Proposed Pavement Removal
- Proposed Taxiway Pavement Resurfacing
- Proposed Painted Island
- Relocated South Electrical Vault
- Proposed Utilities to Relocated South Electrical Vault
- Relocated Holding Position Markings
- Contractor Staging Area
- Airport Property Line
- Relocated Runway 8R PAPI

Figure 4
Proposed Action

N

0 250 500 1,000 Feet

Sources: OIAA, Nearmap, HNTB Analysis



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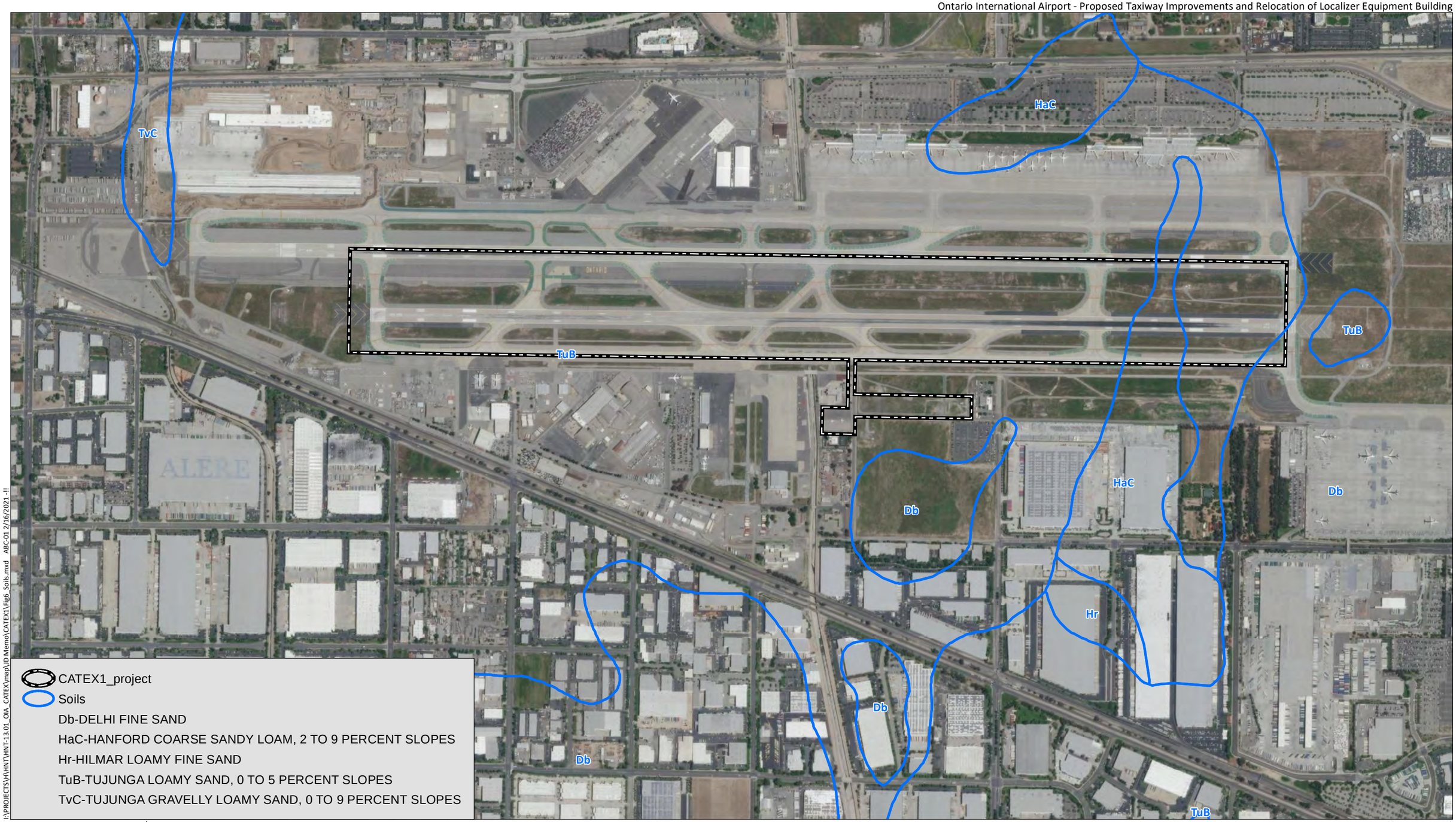
0 1,250 Feet

Source: Aerial (NearMap, 2020)

HELIX Environmental Planning

Jurisdicitonal Features

Figure 5



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Source: Aerial (NearMap, 2020)

HELIX Environmental Planning

Soils

Figure 6

HELIX Environmental Planning, Inc.
7578 El Cajon Boulevard
La Mesa, CA 91942
619.462.1515 tel
619.462.0552 fax
www.helixepi.com

February 16, 2021 HNT-13.01

Kim Hughes
HNTB Corporation
2900 South Quincy St. Suite 600
Arlington, VA 22206

Subject: Jurisdictional Delineation Letter Report for the Proposed Runway 8R-26L Rehabilitation and Additional Airfield Improvements at Ontario International Airport

Dear Ms. Hughes:

This letter presents the results of a jurisdictional delineation conducted by HELIX Environmental Planning, Inc. (HELIX) for the proposed Taxiway Improvements and Relocation of Localizer Equipment Building (project) located at Ontario International Airport (ONT). The delineation was conducted to identify and map existing areas within the project area that are "waters of the U.S." under U.S. Army Corps of Engineers (USACE) jurisdiction pursuant to Section 404 of the Clean Water Act (CWA); waters of the State under Regional Water Quality Control Board (RWQCB) jurisdiction pursuant to Section 401 of the CWA; and streambed habitats under California Department of Fish and Wildlife (CDFW) jurisdiction pursuant to Section 1600 of the California Fish and Game Code. This report presents HELIX's best efforts to quantify jurisdiction within the project site using the current regulations, written policies, and guidance from USACE, RWQCB, and CDFW (collectively, the "regulatory agencies").

PROJECT LOCATION

The approximately 231-acre project site is in the City of Ontario, San Bernardino County, California. generally located south of the Interstate (I-) 10 and west of I-15 (Figure 1, *Regional Location*). The project site is located within Section 25 of Township 1 South, Range 7 West of the Guasti, California U.S. Geological Survey (USGS) 7.5-minute topographic quadrangle (Figure 2, *Vicinity Map*). Specifically, the project site is located to the northwest of the intersection of S Haven Avenue and Jurupa Street; to the southwest of the intersection of E Airport Drive and S Haven Avenue; to the southwest of the intersection of S Grove Avenue and E Airport Drive; and to the northeast of the intersection of S Grove Avenue and E Mission Boulevard (Figure 3, *Aerial Photograph*).

PROJECT DESCRIPTION

The proposed project consists of the rehabilitation of Runway 8R-26L; relocation or construction of taxiways; construction of a taxiway bypass; relocation of perimeter fencing; relocation of airport

facilities currently within the Runway Object Free Area (ROFA) and/or or Runway Safety Area (RSA); and modification of an existing service road (Figure 4, *Proposed Action*).

METHODS

Prior to beginning fieldwork, aerial photographs (1 inch = 150 feet), topographic maps (1 inch = 150 feet), USGS quadrangle maps, and National Wetland Inventory maps (U.S. Fish and Wildlife Service 2019) were reviewed. HELIX Regulatory Specialist Ezekiel Cooley conducted the jurisdictional delineation field work on January 12, 2021. Delineation methods used to determine each agency's jurisdictional limits are discussed below.

U.S. Army Corps of Engineers

The USACE waters of the U.S. are determined using current USACE guidelines (Environmental Laboratory 1987, U.S. Army Corps of Engineers [USACE] 2008a). Areas are determined to be waters of the U.S. if there is evidence of regular surface flow (e.g., bed and bank). Jurisdictional limits for these areas are measured according to the presence of a discernible OHWM, which is defined in 33 Code of Federal Regulations (CFR) Section 329.11 as "that line on the shore established by the fluctuations of water and indicated by physical characteristics such as a clear, natural line impressed on the bank; shelving; changes in the character of the soil; destruction of terrestrial vegetation; the presence of litter or debris; or other appropriate means that consider the characteristics of the surrounding areas." The USACE has issued further guidance on the OHWM (Riley 2005; USACE 2008b), which also was considered in this jurisdictional assessment.

The jurisdictional delineation was conducted in accordance with court decisions (i.e., Rapanos v. United States, Carabell v. United States, and Solid Waste Agency of Northern Cook County v. USACE), as outlined and applied by the USACE (USACE 2007; Grumbles and Woodley 2007); and USACE and U.S. Environmental Protection Agency (EPA; 2007). These publications explain that the EPA and USACE will assert jurisdiction over traditional navigable waters (TNW) and tributaries to TNWs that are a relatively permanent water body (RPW), which has year-round or continuous seasonal flow. For water bodies that are not RPWs, a significant nexus evaluation is used to determine if the non-RPW is jurisdictional. As an alternative to the significant nexus evaluation process, a preliminary jurisdictional delineation may be submitted to the USACE. The preliminary jurisdictional delineation treats all waters and wetlands on a site as if they are jurisdictional waters of the U.S. (USACE 2008a). A significant nexus evaluation or preliminary jurisdictional delineation are typically only required for projects that propose impacts to potentially jurisdictional features and, therefore, require a Section 404 permit from the USACE.

Regional Water Quality Control Board

The RWQCB asserts regulatory jurisdiction over activities affecting wetland and non-wetland waters of the State pursuant to Section 401 of the CWA and the State Porter-Cologne Water Quality Control Act. Potential RWQCB jurisdiction would follow the boundaries of USACE jurisdiction for waters of the U.S.

California Department of Fish and Wildlife

The CDFW jurisdictional boundaries are determined based on the presence of riparian vegetation or regular surface flow, if present. Streambeds within CDFW jurisdiction are delineated based on the definition of streambed as "a body of water that flows at least periodically or intermittently through a bed or channel having banks and supporting fish or other aquatic life. This includes watercourses with surface or subsurface flow that supports riparian vegetation" (Title 14, Section 1.72). This definition for CDFW jurisdictional habitat allows for a wide variety of habitat types to be jurisdictional, including some that do not include wetland species (e.g., oak woodland and alluvial fan sage scrub). Jurisdictional limits for CDFW streambeds are defined by the top of bank. Vegetated CDFW habitats are mapped at the limits of streambed-associated vegetation, if present.

RESULTS

The project site supports three drainages that flow beneath the work area through covered concrete channels. The drainages include Deer Creek Channel in the eastern portion of the project site, Cucamonga Creek Channel in the center of the project site, and West Cucamonga Creek Channel in the western portion of the project site. Additionally, the project site includes multiple storm drain inlets that convey flows into the three concrete channels.

Based on the results of the jurisdictional delineation, Cucamonga Creek Channel, Deer Creek Channel, and Western Cucamonga Creek Channel are considered USACE/RWQCB non-wetland waters of the U.S. and CDFW jurisdiction (Figure 5, *Jurisdictional Features*). These jurisdictional features are underground through the extent of the project site.

Cucamonga Creek Channel

Cucamonga Creek Channel is a concrete rectangular channel that runs north to south through the center of the project site and is considered a USACE public works facility. Based on the USGS Guasti quadrangle map, the headwaters of Cucamonga Creek originate approximately seven miles to the north of the project site at the base of Cucamonga Peak in San Gabriel Mountains where it occurs as a natural soft-bottomed creek. Cucamonga Creek generally flows south through Cucamonga Canyon and becomes channelized once it exits the San Gabriel Mountains. Cucamonga Creek Channel flows enter the project site near the northern boundary to the south of Airport Drive. The channel continues for approximately 0.4 mile through the center of the site, flowing underneath the airport taxiway and resurfacing to the south of the taxiway. The channel exits the project site near the southern boundary, just north of Avion Street. After exiting the project site, Cucamonga Creek Channel flows south for 11 miles to the south of the project site and becomes soft-bottomed just prior to meeting the Santa Ana River at the Prado Flood Control Basin in Riverside County. The Santa Ana River ultimately drains into the Pacific Ocean approximately 35 miles to the southwest of the project site. Soils within Cucamonga Creek Channel on the project site are mapped as Tujunga loamy sand (0 to 5 percent slopes; NRCS 2021; Figure 6, *Soils*). However, native soils are no longer present in Cucamonga Creek Channel due to the full concrete channelization of the creek.

Deer Creek Channel

Deer Creek Channel is a concrete rectangular channel that runs north to south along the eastern project site boundary. Based on the USGS Guasti quadrangle map, the headwaters of Deer Creek originate approximately seven miles to the northeast of the project site at the base of Cucamonga Peak in San Gabriel Mountains where it occurs as a natural soft-bottomed creek. Deer Creek generally flows south through Deer Canyon and becomes channelized once it exits the San Gabriel Mountains. The channel likely collects sheet flow from impervious surfaces in the surrounding area and storm drains that empty into the channel. The majority of flows within Deer Creek Channel empty into Cucamonga Creek Channel near Turner Basin, approximately one mile to the north of project site. Some water is diverted into the channel within the historic flow path of Deer Creek, which flows south from Turner Basin as a mostly natural streambed until it reaches Airport Drive. Deer Creek flows underneath the airport and enters and exits the project site as an underground channel. Deer Creek continues south as an underground channel and surfaces as a concrete trapezoidal channel just north of State Route 60, approximately 1.6 miles to the south of the project site. The channel continues southwest as Lower Deer Creek Channel for approximately 2.1 miles, ultimately draining into Cucamonga Creek Channel. Soils within Deer Creek Channel on the project site are mapped as Tujunga loamy sand (0 to 5 percent slopes; NRCS 2021; Figure 6). However, native soils are no longer present in Deer Creek Channel due to the concrete channelization of the creek.

Western Cucamonga Creek Channel

Western Cucamonga Channel is a concrete rectangular channel that runs north to south along the western project site boundary. Western Cucamonga Creek Channel originates from the percolating basins as Cucamonga Creek exits Cucamonga Canyon, approximately six miles to the northwest of the project site. The channel likely collects sheet flow from impervious surfaces in the surrounding area as well as water collected in the 8th Street storm drains. Western Cucamonga Creek Channel flows mostly underground until it reaches 8th Street Basins. The channel continues south from the basin as an above-ground rectangular concrete channel. The channel passes through the Princeton Basin, and continues five miles south until it reaches the northwestern boundary of the project site. The channel flows along the western boundary and exits near the southwest corner. After exiting the site, the channel continues south through the Ely Basins and connects with Cucamonga Creek Channel approximately seven miles south of the project site. Soils within Western Cucamonga Creek Channel within the project site are primarily mapped as Tujunga loamy sand (0 to 5 percent slopes; NRCS 2021; Figure 6). However, native soils are no longer present in Western Cucamonga Creek Channel due to the concrete channelization of the creek.

IMPACTS

The project will not result in any impacts to Cucamonga Creek Channel, Deer Creek or Western Cucamonga Creek Channel. The project will require removal and installation of storm drain inlets. The removal and installation of storm drain inlets will be performed in such a way that no incidental fall back to the storm drain system will occur. Since the storm drain inlet activities will not result in direct or indirect impacts to downstream jurisdictional waters, the project would not impact USACE, RWQCB, or CDFW jurisdictional waters. In the absence of impacts to jurisdictional waters, the project would not require regulatory permits from the regulatory agencies.

AVOIDANCE AND MINIMIZATION MEASURES

The project will result in the removal and replacement of several storm drain inlets, which will not require work within USACE, RWQCB, or CDFW jurisdictional waters. No discharge of fill will occur within USACE and/or RWQCB jurisdictional waters and no streambed alterations will occur within CDFW jurisdictional resources, as a result of the proposed project.

The following minimization measures shall be implemented during construction to avoid indirect impacts to downstream jurisdictional waters:

1. General Stormwater Construction Permit compliance.

2. Municipal Storm Drain Permit (MS4) compliance.

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 follow the ONT Storm Water Pollution Prevention Plan (SWPPP) and standard construction BMPs.

4. A project-specific Construction SWPPP would address construction-related surface water quality impacts and delineate water quality control measures to address those impacts.

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*.

6. Employees shall strictly limit their activities, vehicles, equipment, and construction material to the proposed project footprint, staging areas, and designated routes of travel.

CONCLUSION

Based on HELIX's assessment, the project will not result in direct or indirect impacts to jurisdictional resources regulated by the USACE, RWQCB, or CDFW, provided that the jurisdictional avoidance and minimization measures outlined above are adequately implemented during construction of the project. Given the absence of jurisdictional impacts, HELIX does not anticipate that regulatory permits will be required to implement the project.

If you have any questions regarding the information presented in this letter report, please contact me at EzekielC@helixepi.com or (949) 234-8770.

Sincerely,

Ezekiel Cooley
Senior Biology Project Manager/Regulatory Specialist

Attachments:

Figure 1: Regional Location
Figure 2: Vicinity Map
Figure 3: Aerial Photograph
Figure 4: Proposed Action
Figure 5: Jurisdictional Features
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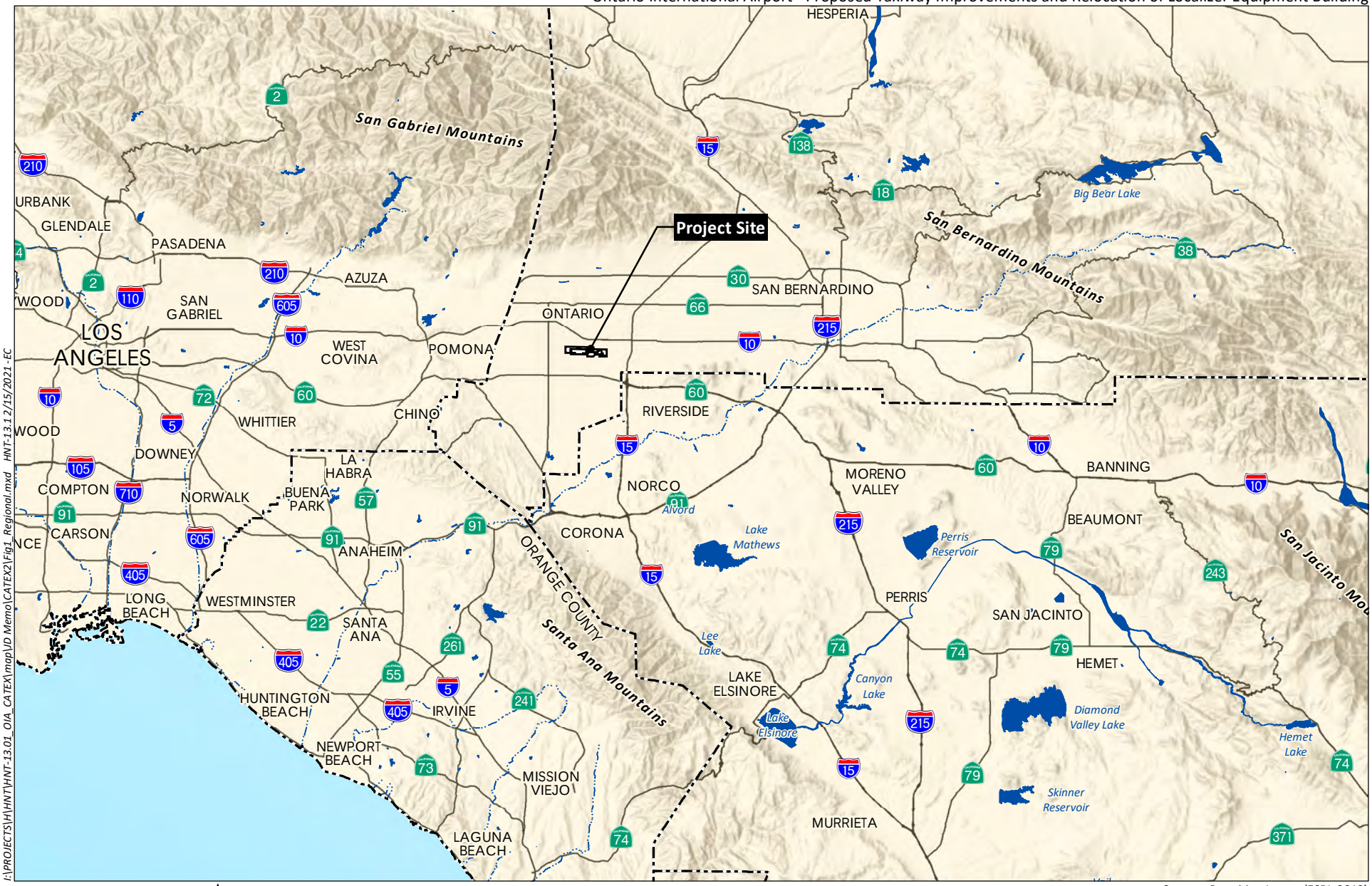

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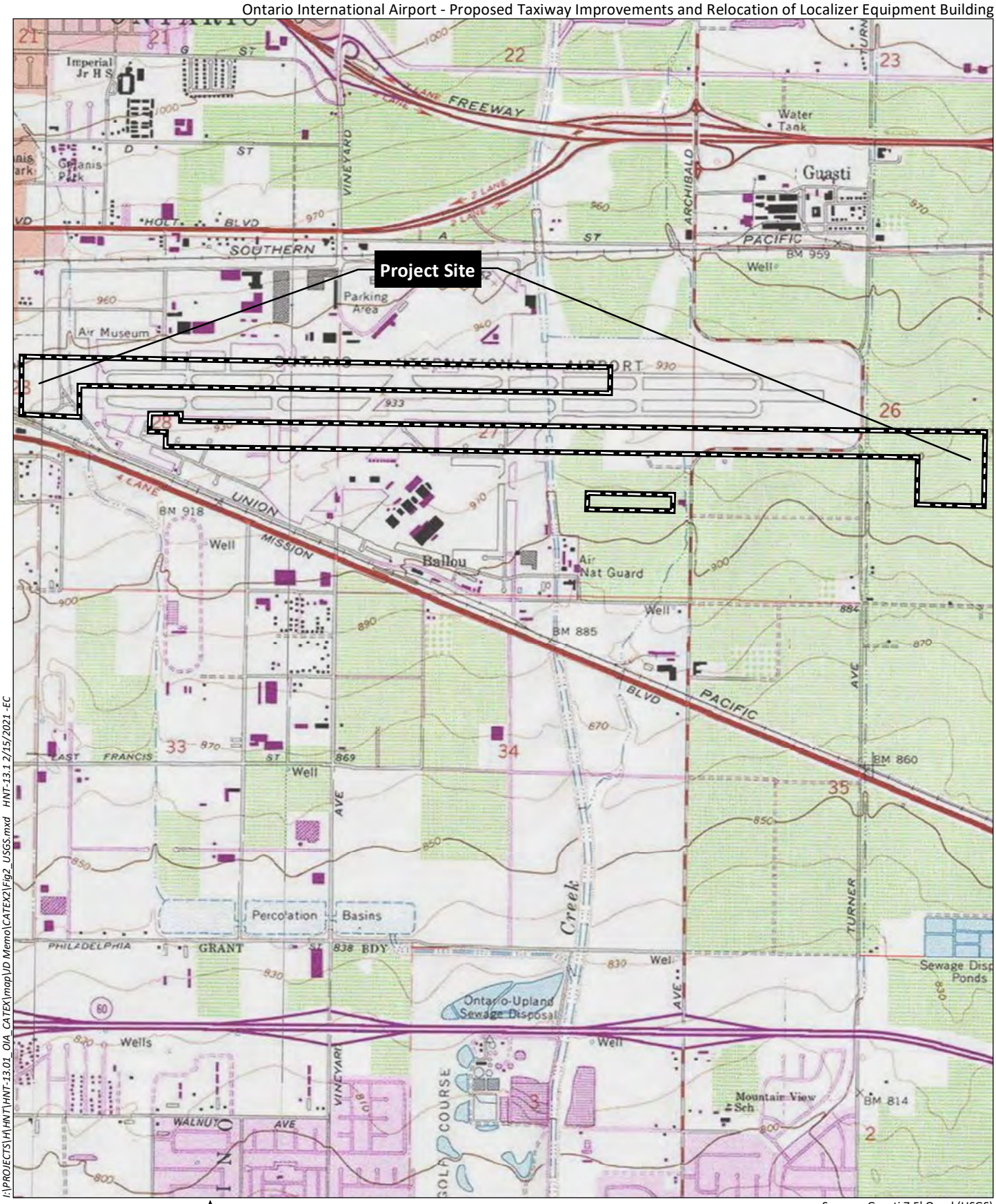
Source: Base Map Layers (ESRI, 2013)

HELIX Environmental Planning

Regional Location

Figure 1



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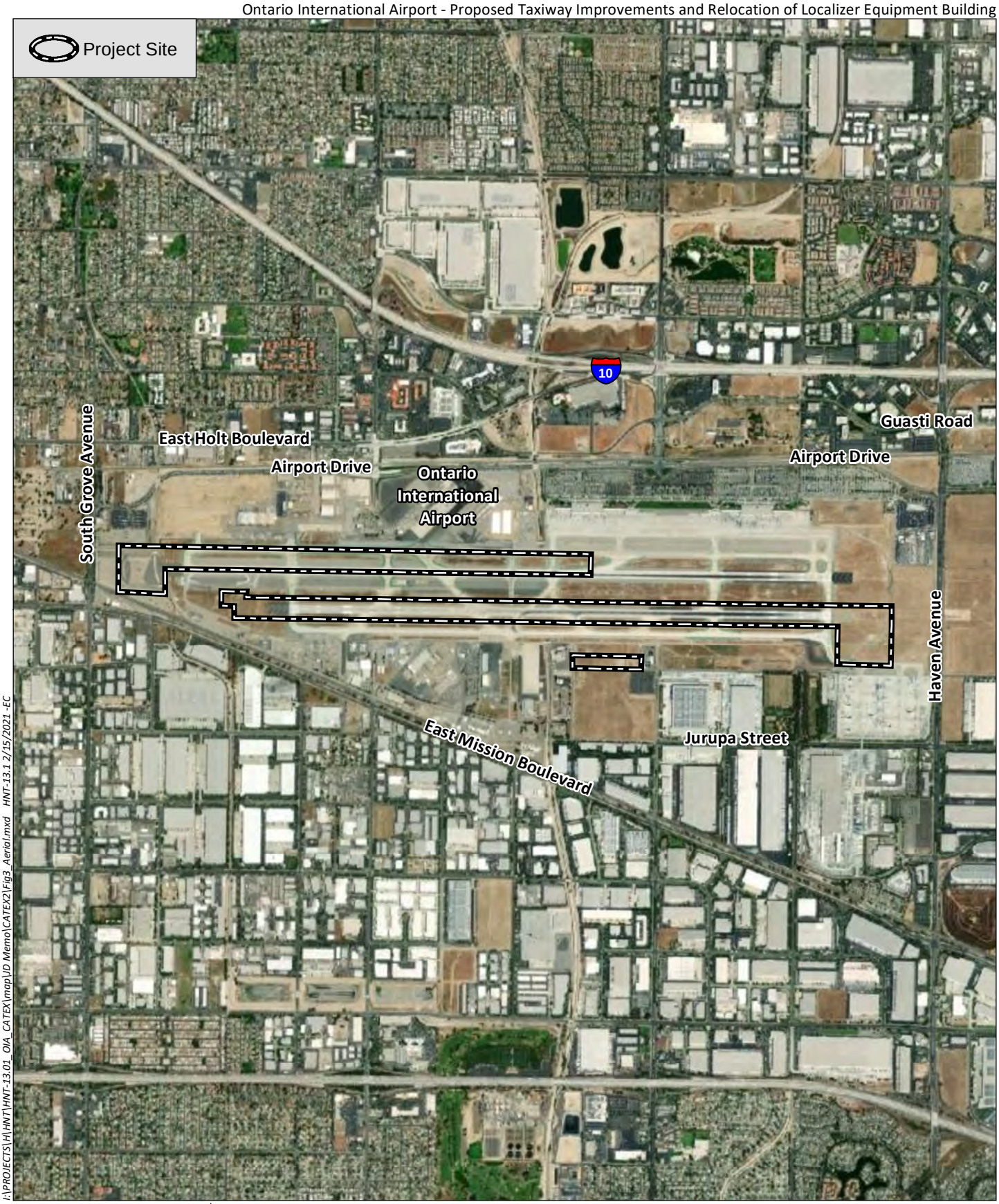
Source: Guasti 7.5' Quad (USGS)

HELIX Environmental Planning

Vicinity Map

Figure 2



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0 2,500 Feet

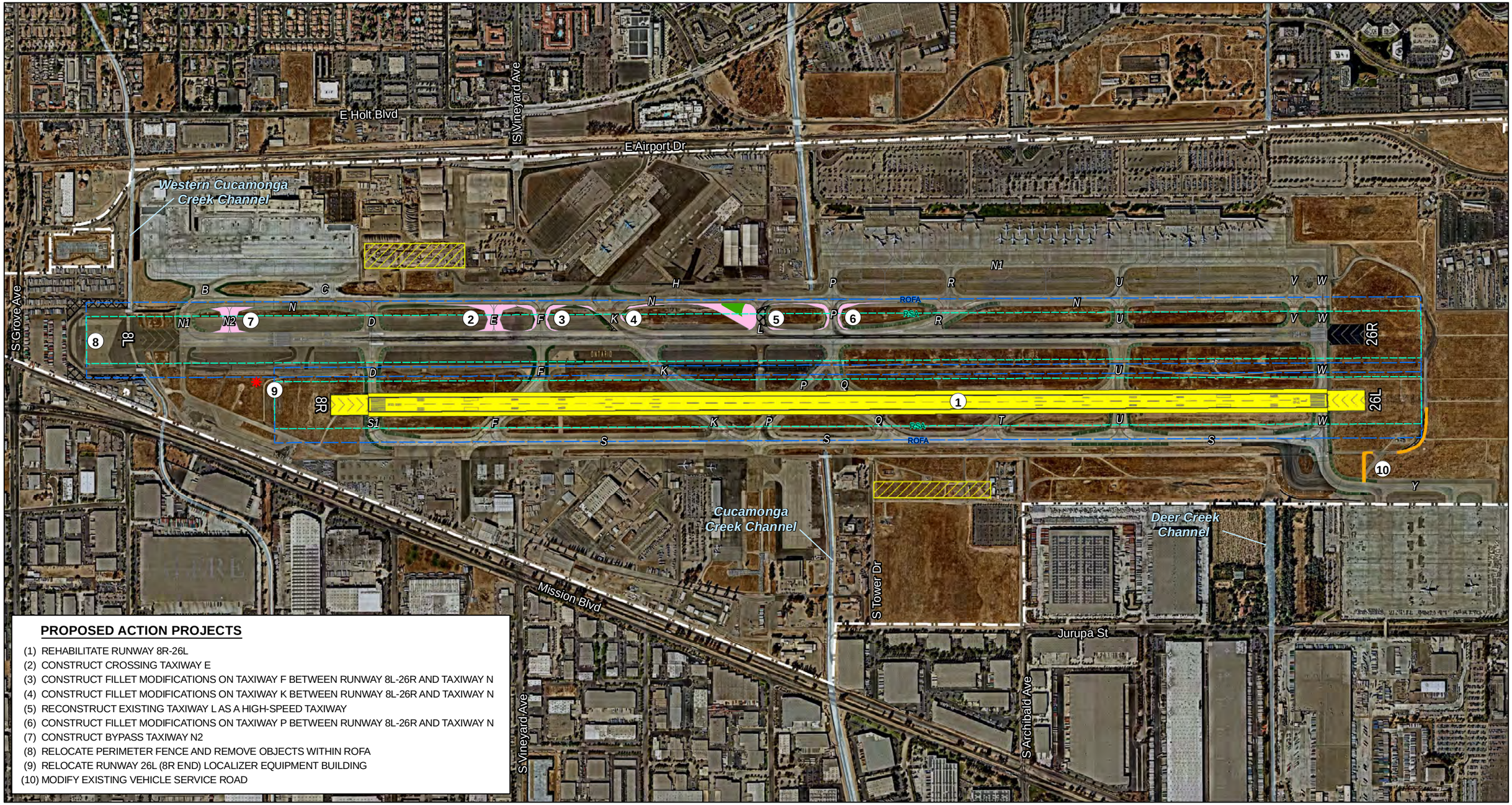
Source: Base Map Layers (Maxar, 2020)

HELIX Environmental Planning

Aerial Photograph

Figure 3

Categorical Exclusion for Runway 8R-26L Rehabilitation and Additional Airfield Improvements at Ontario International Airport



PROPOSED ACTION PROJECTS

(1) REHABILITATE RUNWAY 8R-26L
(2) CONSTRUCT CROSSING TAXIWAY E
(3) CONSTRUCT FILLET MODIFICATIONS ON TAXIWAY F BETWEEN RUNWAY 8L-26R AND TAXIWAY N
(4) CONSTRUCT FILLET MODIFICATIONS ON TAXIWAY K BETWEEN RUNWAY 8L-26R AND TAXIWAY N
(5) RECONSTRUCT EXISTING TAXIWAY L AS A HIGH-SPEED TAXIWAY
(6) CONSTRUCT FILLET MODIFICATIONS ON TAXIWAY P BETWEEN RUNWAY 8L-26R AND TAXIWAY N
(7) CONSTRUCT BYPASS TAXIWAY N2
(8) RELOCATE PERIMETER FENCE AND REMOVE OBJECTS WITHIN ROFA
(9) RELOCATE RUNWAY 26L (8R END) LOCALIZER EQUIPMENT BUILDING
(10) MODIFY EXISTING VEHICLE SERVICE ROAD

Legend

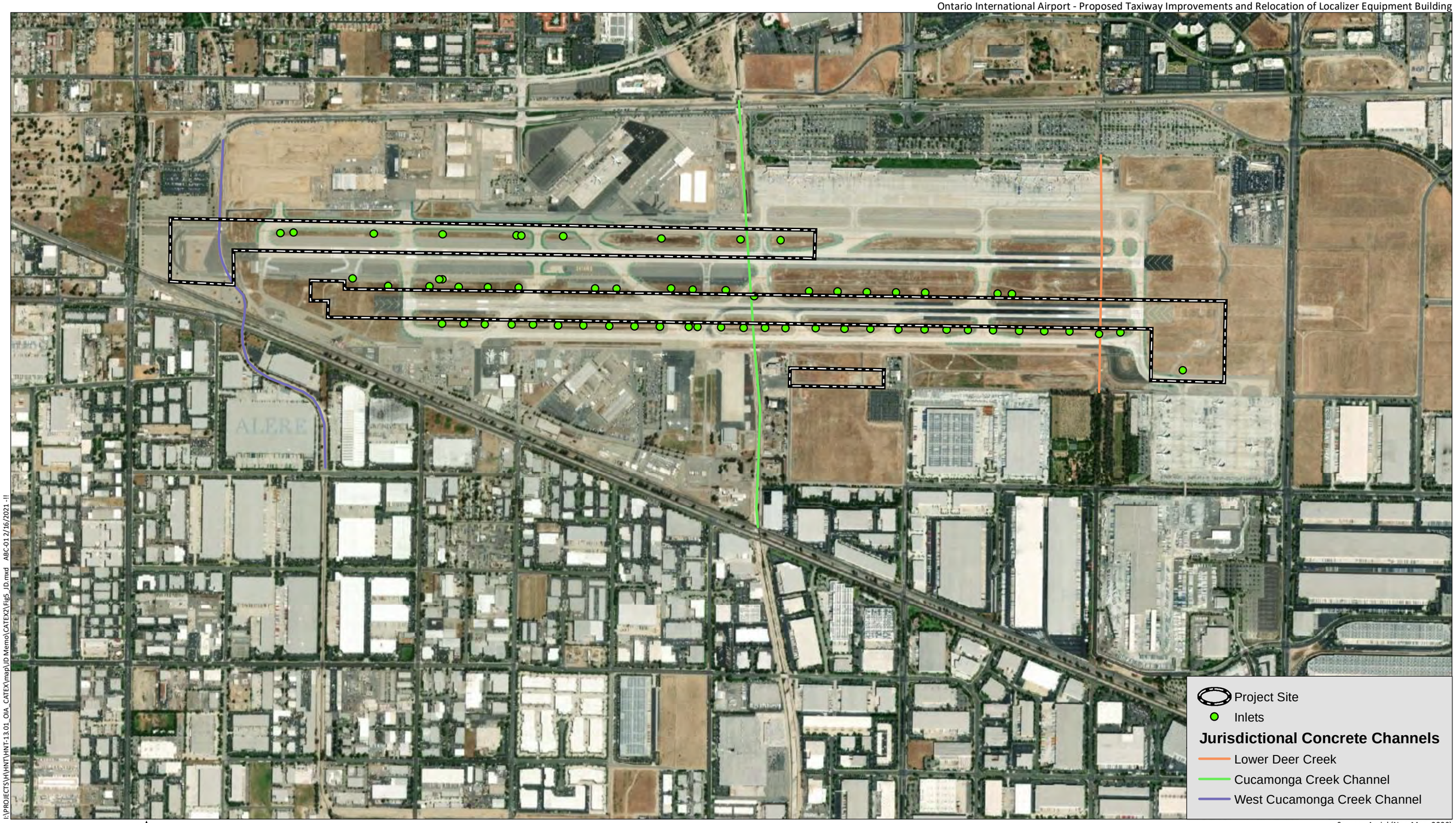
- Runway 8R-26L Pavement Rehabilitation
- Proposed Taxiway Pavement
- Proposed Pavement Removal
- Proposed Painted Island
- Proposed Vehicle Service Road Pavement
- Contractor Staging Area
- Airport Property Line
- (RSA) Runway Safety Area
- (ROFA) Runway Object Free Area
- Relocated Runway 26L Localizer Equipment Building

Figure 4
Proposed Action

N

0 250 500 1,000 Feet

Sources: OIAA, Nearmap, HNTB Analysis



Source: Aerial (NearMap, 2020)

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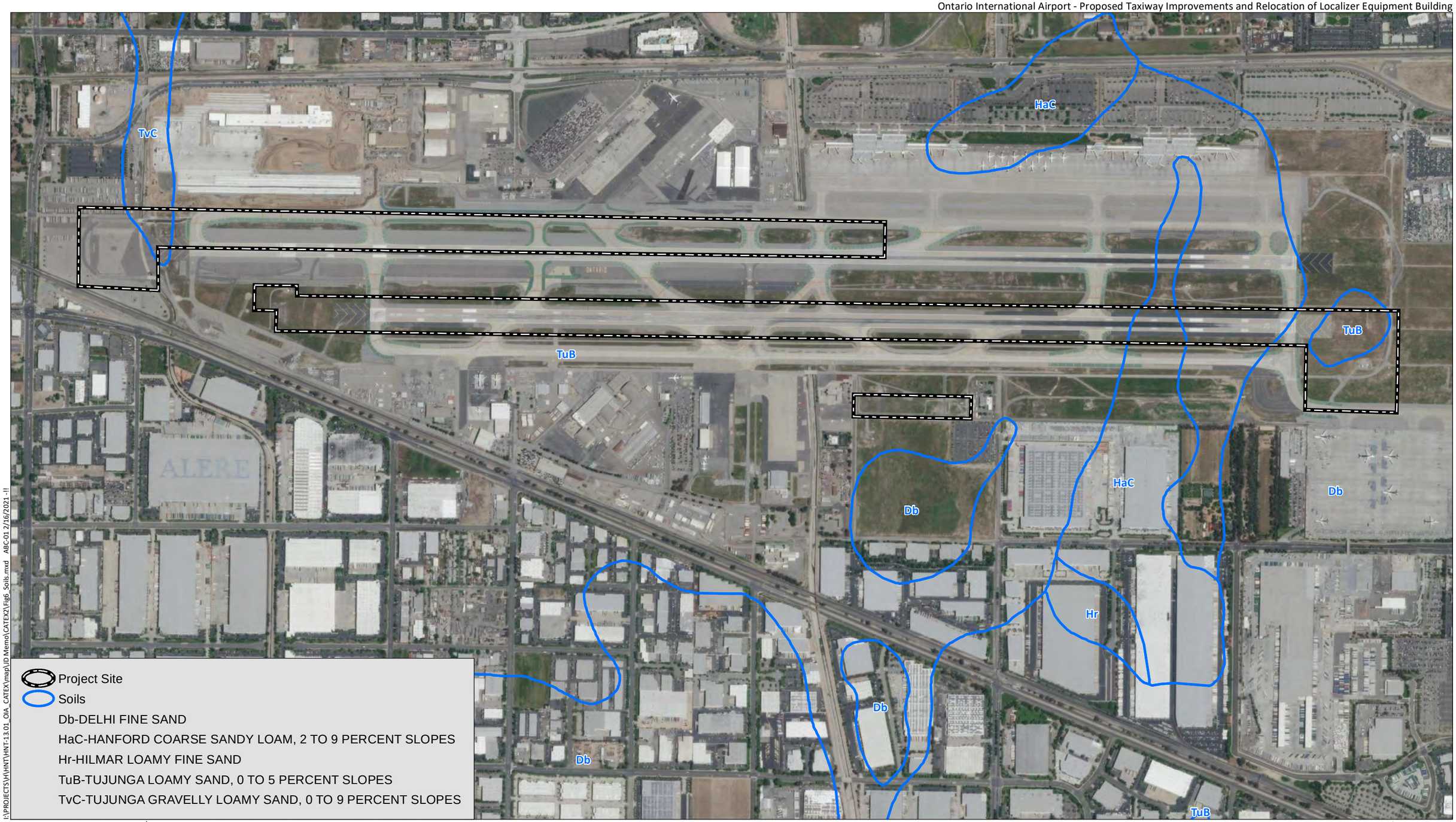
HELIX Environmental Planning

Jurisdictional Features

Figure 5



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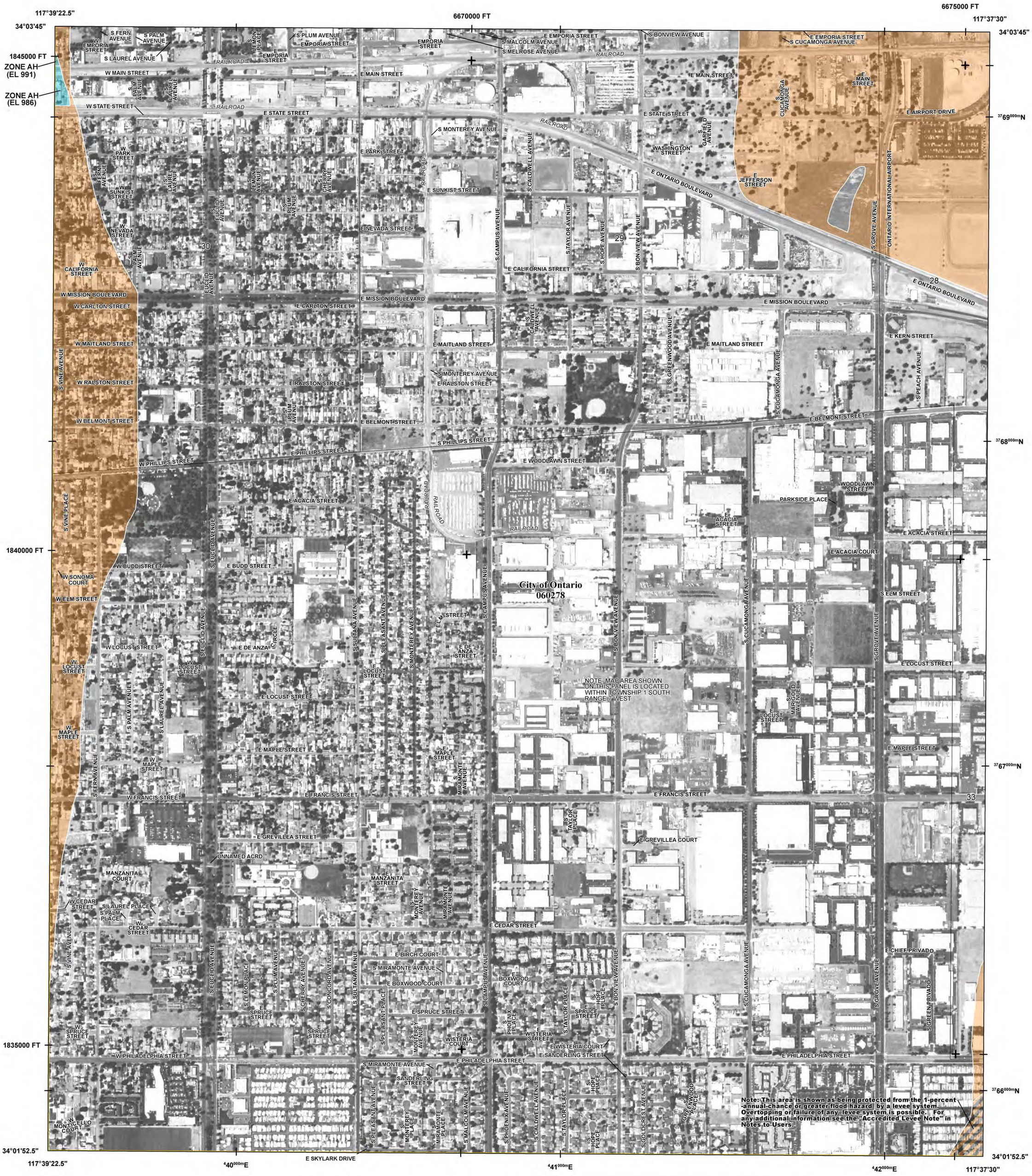
Source: Aerial (NearMap, 2020)

HELIX Environmental Planning

Soils

Figure 6

Floodplains



FLOOD HAZARD INFORMATION

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

THE INFORMATION DEPICTED ON THIS MAP AND SUPPORTING DOCUMENTATION ARE ALSO AVAILABLE IN DIGITAL FORMAT AT HTTP://MSC.FEMA.GOV

SPECIAL FLOOD HAZARD AREAS
- Without Base Flood Elevation (BFE) *Zone A, V, A99*
- With BFE or Depth *Zone AE, AO, AH, VE, AR*
- Regulatory Floodway

OTHER AREAS OF FLOOD HAZARD
- 0.2% Annual Change Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile *Zone X*
- Future Conditions 1% Annual Chance Flood Hazard *Zone X*
- Area with Reduced Flood Risk due to Levee See Notes *Zone X*

OTHER AREAS
- NO SCREEN Areas of Minimal Flood Hazard *Zone X*
- Area of Undetermined Flood Hazard *Zone D*

GENERAL STRUCTURES
- Channel, Culvert or Storm Sewer
- Accredited or Provisionally Accredited Levee, Dike or Floodwall
- Non-accredited Levee, Dike or Floodwall
- (E) 18.2 Cross Sections with 1% Annual Chance
- 17.5 Water Surface Elevation (BFE)
- (8) Coastal Transect
- Coastal Transect Baseline
- Profile Baseline
- Hydrographic Feature
- 513 Base Flood Elevation Line (BFE)

OTHER FEATURES
- Limit of Study
- Jurisdiction Boundary

NOTES TO USERS

For information and questions about this map, available products associated with this FIRM including historic versions of this FIRM, how to order products or the National Flood Insurance Program in general, please call the FEMA Map Information eXchange at 1-877-FEMA-MAP (1-877-336-2627) or visit the FEMA Map Service Center website at http://msc.fema.gov. Available products may include previously issued Letters of Map Change, a Flood Insurance Study Report, and/or digital versions of this map. Many of these products can be ordered or obtained directly from the website. Users may determine the current map date for each FIRM panel by visiting the FEMA Map Service Center website or by calling the FEMA Map Information eXchange.

Communities annexing land on adjacent FIRM panels must obtain a current copy of the adjacent panel as well as the current FIRM Index. These may be ordered directly from the Map Service Center at the number listed above.

For community and countywide map dates refer to the Flood Insurance Study report for this jurisdiction.

To determine if flood insurance is available in this community, contact your Insurance agent or call the National Flood Insurance Program at 1-800-638-6620.

Base map information shown on this FIRM was derived from digital orthophotography collected by the U.S. Department of Agriculture Farm Service Agency. This imagery was flown in 2012 and was produced with a 1-meter ground sample distance.

Accredited Levee Notes to Users: Check with your local community to obtain more information, such as the estimated level of protection provided (which may exceed the 1-percent-annual-chance level) and Emergency Action Plan, on the levee system(s) shown as providing protection for areas on this panel. To mitigate flood risk in residual risk areas, property owners and residents are encouraged to consider flood insurance and floodproofing or other protective measures. For more information on flood insurance, interested parties should visit the FEMA Website at http://www.fema.gov/business/nfip/index.shtm.

SCALE

N

Map Projection:
UTM Zone 11N; North American Datum 1983;
Western Hemisphere; Vertical Datum: North American Vertical Datum of 1988

1 inch = 500 feet 1:6,000

0 250 500 750 1,000 2,000 Feet

0 125 250 500 Meters

PANEL LOCATOR

FEMA

National Flood Insurance Program

NATIONAL FLOOD INSURANCE PROGRAM

FLOOD INSURANCE RATE MAP

SAN BERNARDINO COUNTY, CALIFORNIA
and Incorporated Areas

Panel **8617** of **9400**

FEMA

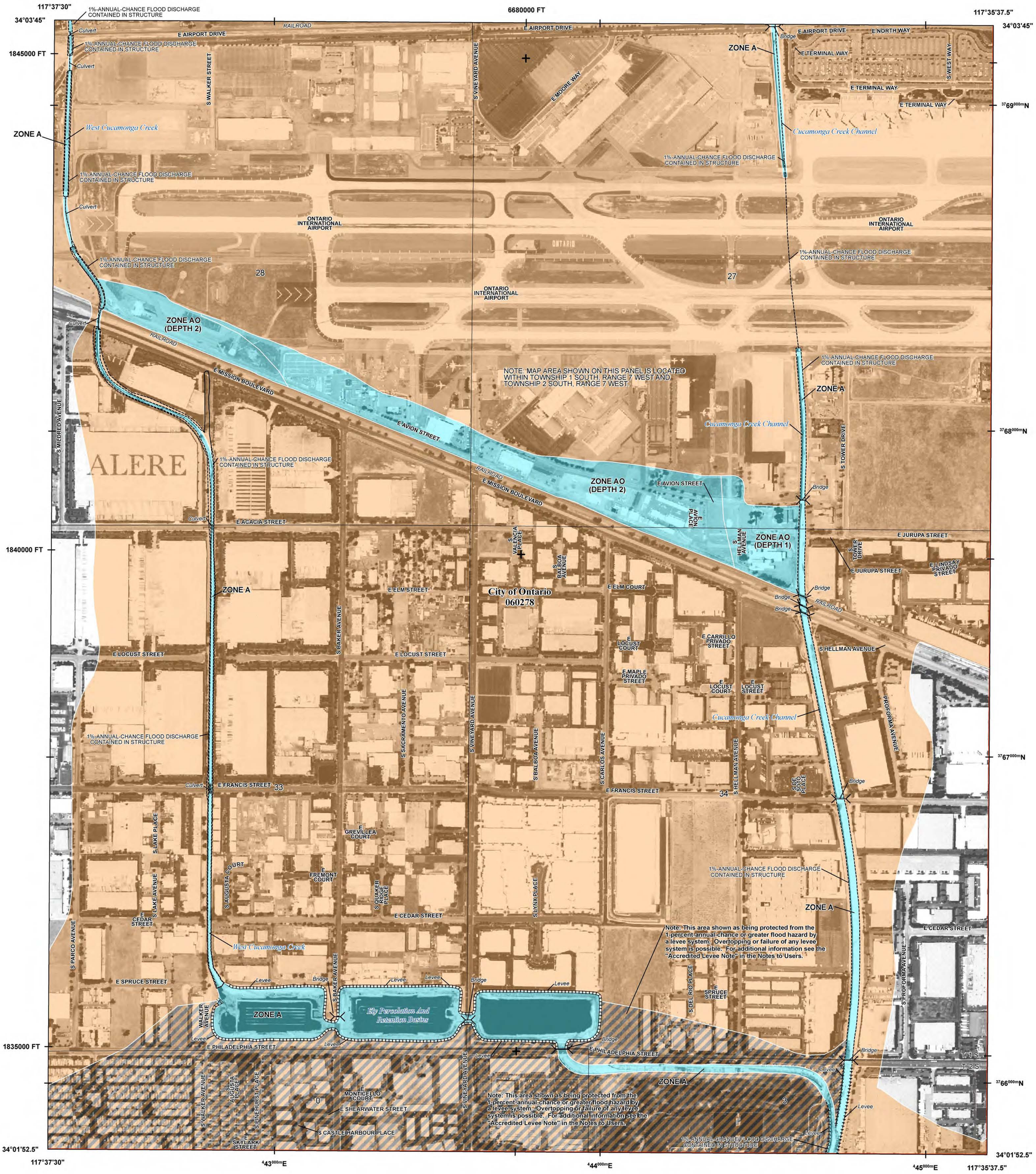
Panel Contains:

COMMUNITY	NUMBER	PANEL	SUFFIX
ONTARIO, CITY OF	060278	8617	J

VERSION NUMBER
2.3.2.3

MAP NUMBER
06071C8617J

MAP REVISED
FEBRUARY 18, 2015



FLOOD HAZARD INFORMATION

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

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- Coastal Transect Baseline
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- 513 Base Flood Elevation Line (BFE)

OTHER FEATURES
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- Jurisdiction Boundary

NOTES TO USERS

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For community and countywide map dates refer to the Flood Insurance Study report for this jurisdiction.

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SCALE

N

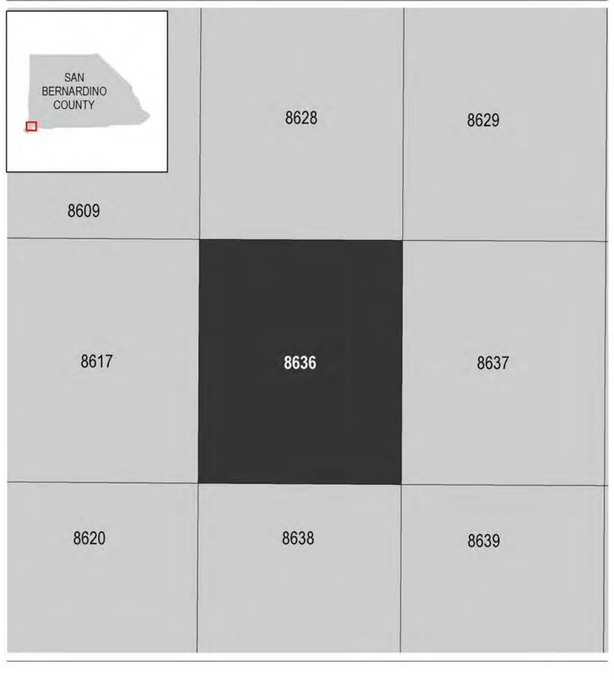
Map Projection:
UTM Zone 11N; North American Datum 1983;
Western Hemisphere; Vertical Datum: North American Vertical Datum of 1988

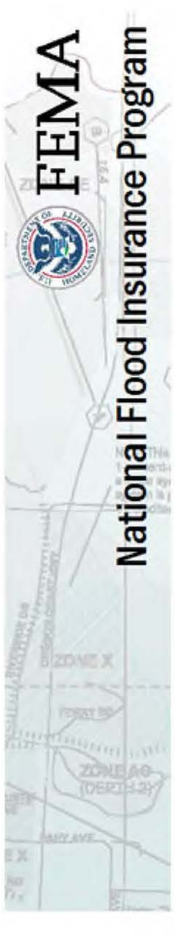
1 inch = 500 feet 1:6,000

0 250 500 750 1,000 2,000 Feet

0 125 250 500 Meters

PANEL LOCATOR





NATIONAL FLOOD INSURANCE PROGRAM

FLOOD INSURANCE RATE MAP

SAN BERNARDINO COUNTY, CALIFORNIA
and Incorporated Areas

Panel **8636** of **9400**

FEMA

Panel Contains:

COMMUNITY	NUMBER	PANEL	SUFFIX
ONTARIO, CITY OF	060278	8636	J

VERSION NUMBER
2.3.2.3

MAP NUMBER
06071C8636J

MAP REVISED
FEBRUARY 18, 2015

NOTES TO USERS

This map is for use in administering the National Flood Insurance Program. It does not necessarily identify all areas subject to flooding, particularly from local drainage sources of small size. The **community map repository** should be consulted for possible updated or additional flood hazard information.

To obtain more detailed information in areas where **Base Flood Elevations** (BFEs) and/or **floodways** have been determined, users are encouraged to consult the Flood Profiles and Floodway Data and/or Summary of Stillwater Elevations tables contained within the Flood Insurance Study (FIS) report that accompanies this FIRM. Users should be aware that BFEs shown on the FIRM represent rounded whole-foot elevations. These BFEs are intended for flood insurance rating purposes only and should not be used as the sole source of flood elevation information. Accordingly, flood elevation data presented in the FIS report should be utilized in conjunction with the FIRM for purposes of construction and/or floodplain management.

Coastal Base Flood Elevations (BFEs) shown on this map apply only landward of 0.0' North American Vertical Datum of 1988 (NAVD 88). Users of this FIRM should be aware that coastal flood elevations are also provided in the Summary of Stillwater Elevations table in the Flood Insurance Study report for this jurisdiction. Elevations shown in the Summary of Stillwater Elevations table should be used for construction and/or floodplain management purposes when they are higher than the elevations shown on this FIRM.

Boundaries of the **floodways** were computed at cross sections and interpolated between cross sections. The floodways were based on hydraulic considerations with regard to requirements of the National Flood Insurance Program. Floodway widths and other pertinent floodway data are provided in the Flood Insurance Study report for this jurisdiction.

Certain areas not in Special Flood Hazard Areas may be protected by **flood control structures**. Refer to Section 2.4 "Flood Protection Measures" of the Flood Insurance Study report for information on flood control structures for this jurisdiction.

The **projection** used in the preparation of this map was Universal Transverse Mercator (UTM) zone 11 North. The **horizontal datum** was NAD83, GRS1980 spheroid. Differences in datum, spheroid, projection or UTM zones used in the production of FIRMs for adjacent jurisdictions may result in slight positional differences in map features across jurisdiction boundaries. These differences do not affect the accuracy of this FIRM.

Flood elevations on this map are referenced to the North American Vertical Datum of 1988. These flood elevations must be compared to structure and ground elevations referenced to the same **vertical datum**. For information regarding conversion between the National Geodetic Vertical Datum of 1929 and the North American Vertical Datum of 1988, visit the National Geodetic Survey website at http://www.ngs.noaa.gov/ or contact the National Geodetic Survey at the following address:

NGS Information Services
NOAA, N/NGS12
National Geodetic Survey
SSMC-3, #9202
1315 East-West Highway
Silver Spring, Maryland 20910-3282
(301) 713-3242

To obtain current elevation, description, and/or location information for **bench marks** shown on this map, please contact the Information Services Branch of the National Geodetic Survey at **(301) 713-3242** or visit its website at http://www.ngs.noaa.gov/.

Base map information shown on this FIRM was provided in digital format by the San Bernardino County ISD.GIS Department, United States Geological Survey, the Bureau of Land Management, the United States Department of Agriculture, and the National Geodetic Survey. The imagery was flown by U.S. Department of Agriculture Farm Sevice Agency in 2012 and was produced with a 1-meter ground sampling distance.

This map reflects more detailed and up-to-date **stream channel configurations** than those shown on the previous FIRM for this jurisdiction. The floodplains and floodways that were transferred from the previous FIRM may have been adjusted to conform to these new stream channel configurations. As a result, the Flood Profiles and Floodway Data tables in the Flood Insurance Study report (which contains authoritative hydraulic data) may reflect stream channel distances that differ from what is shown on this map.

Corporate limits shown on this map are based on the best data available at the time of publication. Because changes due to annexations or de-annexations may have occurred after this map was published, map users should contact appropriate community officials to verify current corporate limit locations.

Please refer to the separately printed **Map Index** for an overview map of the county showing the layout of map panels; community map repository addresses; and a Listing of Communities table containing National Flood Insurance Program dates for each community as well as a listing of the panels on which each community is located.

For information and questions about this map, available products associated with this FIRM including historic versions of this FIRM, how to order products, or the National Flood Insurance Program in general, please call the FEMA Map Information eXchange at 1-877-FEMA-MAP (1-877-336-2627) or visit the FEMA Map Service Center website at http://msc.fema.gov. Available products may include previously issued Letters of Map Change, a Flood Insurance Study Report, and/or digital versions of this map. Many of these products can be ordered or obtained directly from the website. Users may determine the current map date for each FIRM panel by visiting the FEMA Map Service Center website or by calling the FEMA Map Information eXchange.



LEGEND

SPECIAL FLOOD HAZARD AREAS SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD

The 1% annual chance flood (100-year flood), also known as the base flood, is the flood that has a 1% chance of being equaled or exceeded in any given year. The Special Flood Hazard Area is the area subject to flooding by the 1% annual chance flood. Areas of Special Flood Hazard include Zones A, AE, AH, AO, AR, A99, V, and VE. The Base Flood Elevation is the water-surface elevation of the 1% annual chance flood.

ZONE A	No Base Flood Elevations determined.
ZONE AE	Base Flood Elevations determined.
ZONE AH	Flood depths of 1 to 3 feet (usually areas of ponding); Base Flood Elevations determined.
ZONE AO	Flood depths of 1 to 3 feet (usually sheet flow on sloping terrain); average depths determined. For areas of alluvial fan flooding, velocities also determined.
ZONE AR	Special Flood Hazard Area formerly protected from the 1% annual chance flood by a flood control system that was subsequently decertified. Zone AR indicates that the former flood control system is being restored to provide protection from the 1% annual chance or greater flood.
ZONE A99	Areas to be protected from 1% annual chance flood event by a Federal flood protection system under construction; no Base Flood Elevations determined.
ZONE V	Coastal flood zone with velocity hazard (wave action); no Base Flood Elevations determined.
ZONE VE	Coastal flood zone with velocity hazard (wave action); Base Flood Elevations determined.

FLOODWAY AREAS IN ZONE AE

The floodway is the channel of a stream plus any adjacent floodplain areas that must be kept free of encroachment so that the 1% annual chance flood can be carried without substantial increases in flood heights.

OTHER FLOOD AREAS

ZONE X	Areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood.

OTHER AREAS

ZONE X	Areas determined to be outside the 0.2% annual chance floodplain.
ZONE D	Areas in which flood hazards are undetermined, but possible.

COASTAL BARRIER RESOURCES SYSTEM (CBRS) AREAS

OTHERWISE PROTECTED AREAS (OPAs)

CBRS areas and OPAs are normally located within or adjacent to Special Flood Hazard Areas.

- 1% annual chance floodplain boundary
- 0.2% annual chance floodplain boundary
- Floodway boundary
- Zone D boundary
- CBRS and OPA boundary
- Boundary dividing Special Flood Hazard Area Zones and boundary dividing Special Flood Hazard Areas of different Base Flood Elevations, flood depths, or flood velocities
- 513 — Base Flood Elevation line and value; elevation in feet*
- (EL 987) — Base Flood Elevation value where uniform within zone; elevation in feet*

* Referenced to the North American Vertical Datum of 1988

- A — A — Cross section line
- 23 — 23 — Transect line
- 97°07'30", 32°22'30" — Geographic coordinates referenced to the North American Datum of 1983 (NAD 83), Western Hemisphere
- 4275000mE — 1000-meter Universal Transverse Mercator grid values, zone 11
- 6000000 FT — 5000-foot grid ticks: California State Plane coordinate system, Zone V (FIPSZONE = 405), Lambert projection
- DX5510 — Bench mark (see explanation in Notes to Users section of this FIRM panel)
- M1.5 — River Mile

MAP REPOSITORIES
Refer to Map Repositories List on Map Index

EFFECTIVE DATE OF COUNTYWIDE
FLOOD INSURANCE RATE MAP
August 28, 2008

EFFECTIVE DATE(S) OF REVISION(S) TO THIS PANEL
September 2, 2016 – to change Base Flood Elevations, to add Base Flood Elevations, to change Special Flood Hazard Areas, to add Special Flood Hazard Areas, to change zone designations, to incorporate previously issued Letters of Map Revision, and to reflect updated topographic information.

For community map revision history prior to countywide mapping, refer to the Community Map History table located in the Flood Insurance Study report for this jurisdiction.

To determine if flood insurance is available in this community, contact your insurance agent or call the National Flood Insurance Program at 1-800-638-6620.

MAP SCALE 1" = 500'

250 0 250 500 750 1,000 FEET
150 0 150 300 METERS

NFIP
NATIONAL FLOOD INSURANCE PROGRAM

PANEL 8637J

FIRM
FLOOD INSURANCE RATE MAP
SAN BERNARDINO COUNTY, CALIFORNIA AND INCORPORATED AREAS

PANEL 8637 OF 9400

(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
ONTARIO, CITY OF	060278	8637	J

Notice to User: The **Map Number** shown below should be used when placing map orders; the **Community Number** shown above should be used on insurance applications for the subject community.

MAP NUMBER
06071C8637J

MAP REVISED
SEPTEMBER 2, 2016

Federal Emergency Management Agency