Appendix K

Two-Year Program Alternative

APPENDIX K:
Two-Year Program Alternative

The following reports are included as part of this appendix to support the alternatives discussion:

- Attachment K-1: Email from OIAA to FAA, "Ontario International Airport ACIP Submittal, January 31, 2020, with Attachment ONT Project Sheets and Exhibits 2020 1-30-20_r1.pdf.
- Attachment K-2: 2019 Airport Capital Improvement Plan (ACIP).
- Attachment K-3: FAA, "Overview: What is AIP? – Airports."
- Attachment K-4: Email from FAA to OIAA, "Ontario Int' Airport (ONT) – ACIP (Additional Info Request), March 19, 2020
- Attachment K-5: Construction Workforce Labor Shortages References
- Attachment K-6: OIAA Funding and Financial Resources

Appendix K-1

Email from OIAA to FAA, "Ontario International Airport ACIP Submittal, January 31, 2020, with Attachment ONT Project Sheets and Exhibits 2020 1-30-20

From:	Brantley, Michelle
To:	Perez, Brenda (FAA)
Cc:	Richardson, Al (FAA); Samad, Sam (FAA); Smith, Jeffrey; Owens, Keith; AFlake; Bruce Atlas; Schubert, John; Elkadi, Atif; Campos, Gail (FAA); mike.n.williams@faa.gov
Subject:	Ontario International Airport ACIP Submittal
Date:	Friday, January 31, 2020 6:50:30 PM
Attachments:	ONT Project Sheets and Exhibits 2020 1-30-20_r1.pdf
Importance:	High

Hi Brenda,

Our final Ontario International Airport ACIP data sheet, exhibits and project descriptions are attached.

Based on our meeting with you on January 7th, we have incorporated and addressed your comments with the following changes:

- Separated and moved up design for Project #4 Rehabilitate Runway 8R-26L and Connector Taxiways to take advantage of expiring entitlements.
- Updated the expected share of Federal and Local funds for the 2 years of construction for Projects #7 and #8 Rehabilitate Runway 8R-26L and Connector Taxiways.

To ensure we are able to utilize the expiring entitlements, please note that we have begun the necessary internal processes required to kick off the design of the 8R-26L project and have initiated coordination with our consultant to assist with the environmental planning required for CEQA and NEPA.

In regards to the federal funds for the Runway 8R-26L rehabilitation, the federal amount requested for the two years of construction in 2022 and 2023 was determined through an analysis of total grant amounts awarded to medium hub airports around the country over the last 10 years for similar runway rehabilitation projects. Based on this analysis and the fact that this project was identified in the previous ACIP with an NPR of 83, we believe the federal funds listed in our ACIP submission are reasonable. The Ontario International Airport Authority remains committed to pursuing additional revenue sources to help us pay for this and many more projects that are vital to the continued successful operation of the airport. We welcome further discussions in this area and would like to add it to the agenda of the monthly FAA check-in call we do with you.

Please note that, per the FAA's suggestion, we did consider alternative phasing of the construction over three years. Based on our professional experience and industry expertise, extending construction on the runway and associated taxiways does not benefit the funding plan due to the increase in the total cost of the project. Furthermore, it would extend closure/disruption of operations on this Continuous Power Airport runway without a justifiable benefit and introduces unnecessary risk to the project with the multiple phases. The extension of duration would also delay critical projects in the following years of the ONT ACIP.

Finally, we would like to bring your attention to the Project #9, 26L ALSF, which is listed in the ACIP as an FAA project. As we discussed, the initiation of this project soon is critical to being able to replace the ALSF during the reconstruction of the runway. We appreciate your willingness to address this topic with TechOps at your February 11 meeting and look forward to hearing about next steps.

Starting tomorrow, I will be out of the country for 10 days, but I will be checking emails while I'm away. On behalf of Ontario International Airport, I want to thank you for your partnership as we plan for the airport's future and I am happy to address any questions you may have.

Michelle Brantley
Director of Planning

U.S. Department of Transportation **Federal**
Aviation Administration

Airport Capital Improvement Plan (ACIP)

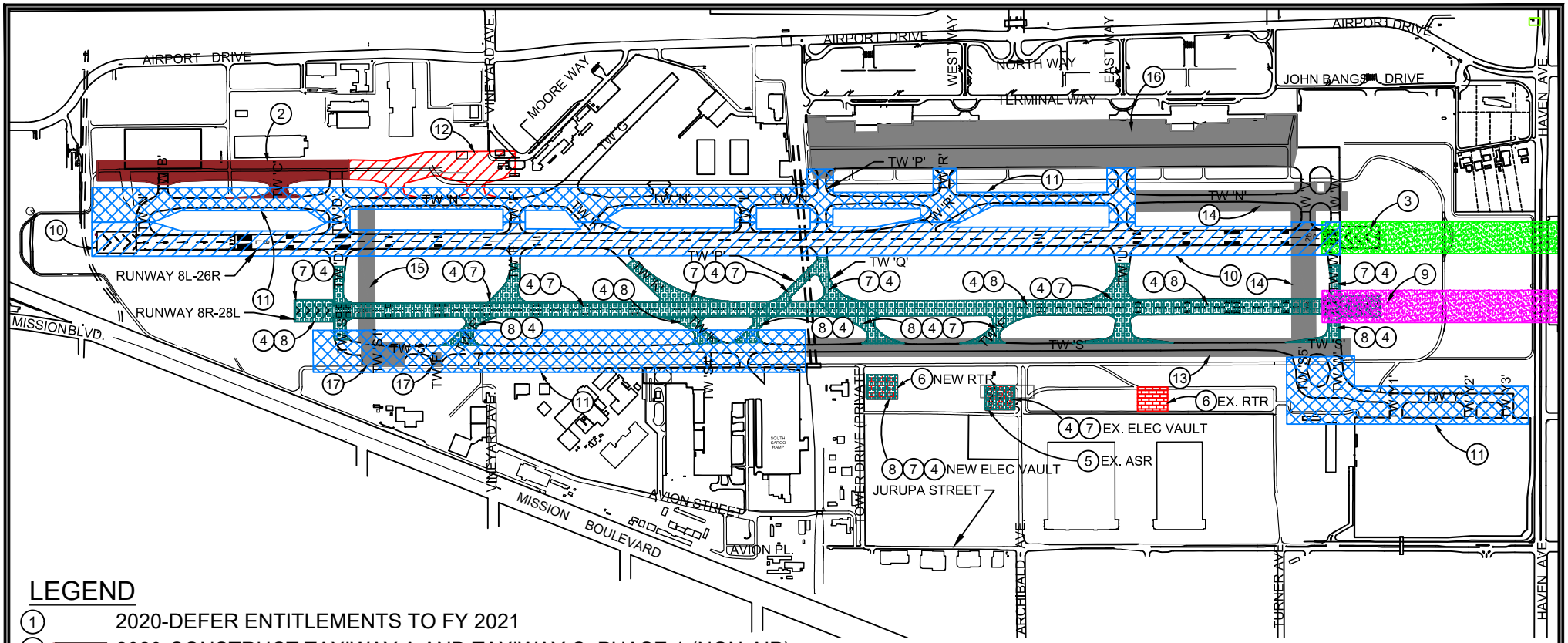
1. Airport:	2. State:	NPIAS No.:	4. LOCID:
Ontario International Airport (ONT)	**California**	**06-0175**	**ONT**

5. Project Description *(by Funding Year in Priority Order)*	Federal Funds	State Funds	LOCAL FUNDS		Total $	Environmental Impact	Start Date	Completion Date
			PFC	Other				
(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)
1: 2020 - Defer Entitlements to FY 2021						N/A	N/A	N/A
2: 2020 - Construct Taxiway A and Taxiway C: Phase 1 (Non-AIP)				31,544	31,544	Cat-Ex	3/30/2020	12/31/2021
3: 2020 - Upgrade Runway 26R ILS (Non-AIP)				6,000	6,000	Cat-Ex	3/30/2021	12/31/2022
SUBTOTAL (2020)				**37,544**	**37,544**			
4: 2021 - Rehabilitate Runway 8R-26L and Connector Taxiways: Design	8,059			1,941	10,000	N/A	6/1/2020	2/1/2022
5: 2021 - ASR Relocation (Non-AIP)				14,296	14,296	Pending	3/1/2020	11/5/2025
6: 2021 - RTR Relocation (Non-AIP)				3,899	3,899	Pending	3/1/2020	11/5/2023
7: 2022 - Rehabilitate Runway 8R-26L and Connector Taxiways: Phase 1	21,608			18,706	40,314	Pending	12/30/2021	4/30/2024
8: 2023 - Rehabilitate Runway 8R-26L and Connector Taxiways: Phase 2	21,608			21,955	43,563	Pending	12/30/2021	4/30/2025
9: 2023 - Upgrade Runway 26L ALSF (FAA Funded)	TBD				TBD	Pending	1/1/2024	10/31/2024
10: 2024 - Rehabilitate Runway 8L-26R Lighting and Taxiway Lighting: Phase 1	10,090			2,430	12,520	Pending	12/30/2023	6/1/2025
11: 2025 - Rehabilitate Runway 8L-26R Lighting and Taxiway Lighting: Phase 2	8,035			1,935	9,970	Pending	5/1/2024	6/30/2026
12: 2025 - Construct Taxiway A: Phase 2 (Non-AIP)				102,797	102,797	Pending	11/4/2024	12/30/2025
SUBTOTAL (2021-2025)	**69,400**			**167,959**	**237,359**			
13: 2026 - Rehabilitate Taxiway S Phase 2: Channel to Taxiway W	35,575			8,568	44,143			
14: 2027 - Reconstruct Taxiway N East of U and Construct Taxiway V Extension to S5	10,851			2,613	13,464			
15: 2028 - Construct Taxiway E	15,773			3,799	19,572			
16: 2029 - Relocate Taxiway N1 and Rehabilitate Terminals 2, 3 and 4 Aprons Phase 1: Paving and Electrical Improvements	5,232			1,260	6,492			
17: 2030 - Rehabilitate Taxiway S1 and F South of Taxiway S Within Movement Area	2,628			633	3,261			
SUBTOTAL (2026-2030)	**70,059**			**16,874**	**86,933**			
TOTAL (2021-2030): DOES NOT INCLUDE 2020	**139,459**			**184,833**	**324,292**			

All costs on this sheet are expressed in $1,000's

Certification: To the best of my knowledge and belief, all information shown in the ACIP Data Sheet is true and correct and had been duly authorized by the Sponsor.

Michelle R. Brantley, Director of Planning	Michelle R. Brantley, Director of Planning
Name / Title of Authorized Representative (Print or Type)	Contact Name and Title (Print or Type)
Michelle R Brantley — January 30, 2020	(909) 544-5255
Signature — Date	Contact Phone (Print or Type)



LEGEND

1. 2020-DEFER ENTITLEMENTS TO FY 2021
2. 2020-CONSTRUCT TAXIWAY A AND TAXIWAY C: PHASE 1 (NON-AIP)
3. 2020-UPGRADE RUNWAY 26R ILS (NON-AIP)
4. 2021-REHABILITATE RUNWAY 8R-26L AND CONNECTOR TAXIWAYS: DESIGN
5. 2021-ASR RELOCATION (NON-AIP)
6. 2021-RTR RELOCATION (NON-AIP)
7. 2022-REHABILITATE RUNWAY 8R-26L AND CONNECTOR TAXIWAYS: PHASE 1
8. 2023-REHABILITATE RUNWAY 8R-26L AND CONNECTOR TAXIWAYS: PHASE 2
9. 2023-UPGRADE RUNWAY 26L ALSF (FAA FUNDED)
10. 2024-REHABILITATE RUNWAY 8L-26R LIGHTING AND TAXIWAY LIGHTING: PHASE 1
11. 2025-REHABILITATE RUNWAY 8L-26R LIGHTING AND TAXIWAY LIGHTING: PHASE 2
12. 2025-CONSTRUCT TAXIWAY A: PHASE 2 (NON-AIP)
13. 2026-REHABILITATE TAXIWAY S PHASE 2: CHANNEL TO TAXIWAY W
14. 2027-RECONSTRUCT TAXIWAY N EAST OF TAXIWAY U AND CONSTRUCT TAXIWAY V EXTENSION TO S5
15. 2028-CONSTRUCT TAXIWAY E
16. 2029-RELOCATE TAXIWAY N1 AND REHABILITATE TERMINALS 2, 3, AND 4 APRONS PHASE 1: PAVING AND ELECTRICAL IMPROVEMENTS
17. 2030-REHABILITATE TAXIWAY S1 AND F SOUTH OF TAXIWAY S WITHIN MOVEMENT AREA

N

0 1500 3000

Mead & Hunt

ONT ONTARIO INTERNATIONAL AIRPORT

2021-2025 ACIP

OVERALL

CHECKED:	CM	DATE	DRAWING NO.
DESIGNED:	SAS	JAN. 2020	0 OF 13
DRAWN:	ELH		

MH PROJECT NO.: 1512800-180958.01

X:\1512800\180958.01\TECH\ACIP\2020-2024\CAD\AIRPORT MAP ACIP_120619.DWG

Airport Name		Ontario International Airport	Fiscal Year 2020		1
Shown On ALP	**Project Type***	**Project Description**	**Federal Share**	**Local Share**	**Total**
Yes	N/A	Defer Entitlements to FY 2021			
		Design / Coordination / Administration (10%)	$0	$0	$0
		Construction	$0	$0	$0
		Construction Management / Inspection / Monitoring (12.5%)	$0	$0	$0
		TOTAL	$0	$0	$0

* D - Development; P - Planning; E - Environmental

PROVIDE THE FOLLOWING DETAILED INFORMATION FOR PROJECTS ANTICIPATED WITHIN 1-2 YEARS

Detail Project Description (Square/Lineal Footage or Length/Width)

NPS Purpose / Component / Type: **N/A** **NPR:** **N/A**
Overall Development Objective: **N/A**
Description:
Defer entitlements - NO PROJECT

Project Schedule (Anticipated date for bids or negotiated prices, consultant selection for planning or environmental projects, length of construction or design, planning or environmental process)

Grant Application	N/A	Grant Execution	N/A
Bid Opening	N/A	Construction Commencement	N/A
Grant Offer	N/A	Construction Completion	N/A
		Grant Closeout	N/A

NEPA Environmental Status (With grant application include copy of ROD, FONSI or CATEX letter of approval)

N/A

Date of Last ALP Approval Depicting Proposed Projects

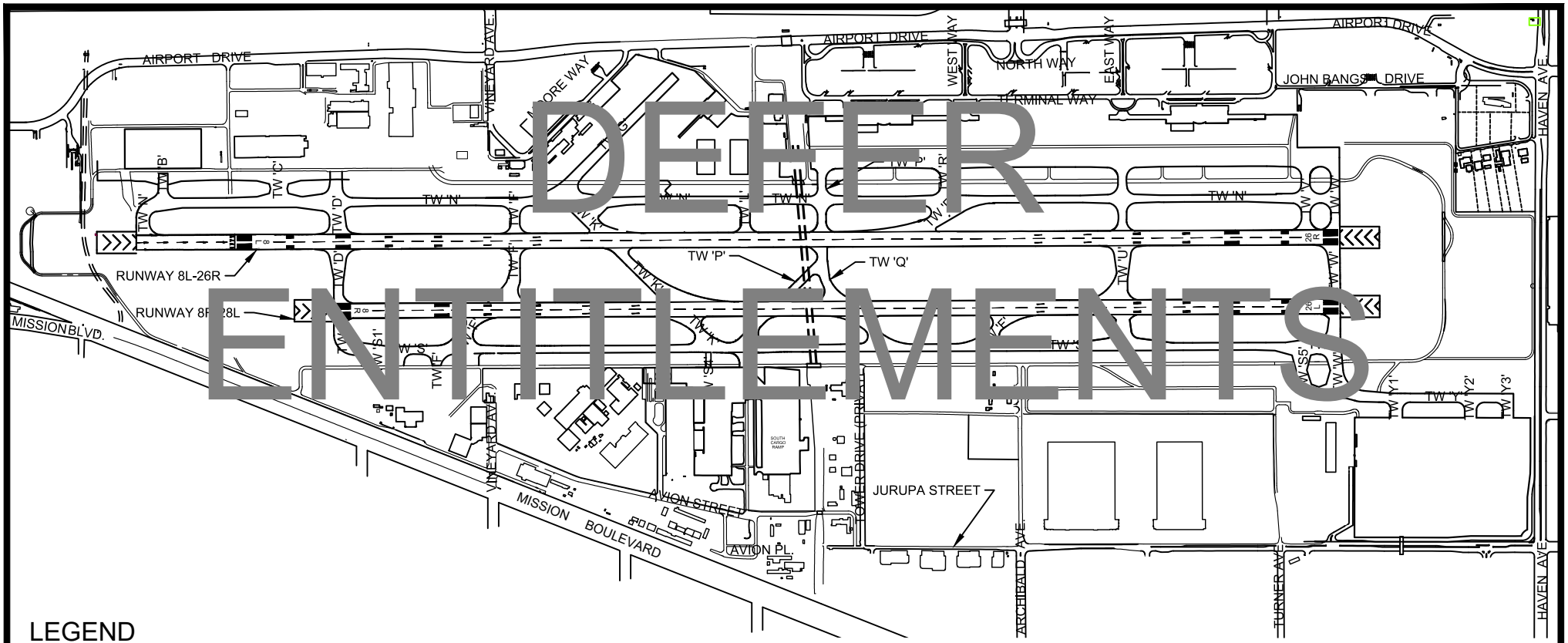
N/A

Land Title Status & Date of Exhibit "A" Status	Date
Airport owned.	August 24, 2016

Open AIP Funded Projects (include grant number and grant description)		Expected Close-out Date
3-06-0175-041-2018	1) Install RW 26R Lighting (Touchdown Zone) - Phase 1 (Design)	Q3 2021
3-06-0175-041-2018	2) Rehabilitate Taxiway S Phase 1: TW F to Channel (Design)	Q3 2021
3-06-0175-042-2018	1) Terminal 1 Gates 1-3 Apron and Taxilane 'G' Rehabilitation (Construction)	Q1 2020
3-06-0175-042-2018	2) South Cargo Ramp Rehabilitation (Construction)	Q1 2020
3-06-0175-044-2018	1) Development of Airport Pavement Management System	Q4 2020
3-06-0175-045-2019	1) Rehabilitate Taxiway S	Q3 2021
3-06-0175-045-2019	2) Runway 26R Lighting Installation	Q3 2021
3-06-0175-046-2019	1) Exhibit A Property Map, GIS Data Collection, Triggering Event Narrative Report and ALP	Q3 2021

Certification: To the best of my knowledge and belief, all information shown in the ACIP Data Sheet is true and correct and had been duly authorized by the Sponsor.

Michelle R. Brantley, Director of Planning	Michelle R. Brantley, Director of Planning
Name / Title of Authorized Representative (Print or Type)	Contact Name and Title (Print or Type)
Michelle R Brantley	January 30, 2020	(909) 544-5255
Signature	Date	Contact Phone (Print or Type)



DEFER
ENTITLEMENTS

LEGEND

① 2020-DEFER ENTITLEMENTS TO FY 2021

N

0 1500 3000

Mead & Hunt

ONT ONTARIO INTERNATIONAL AIRPORT

2020 ACIP

DEFER ENTITLEMENTS

CHECKED:	CM	DATE	DRAWING NO.
DESIGNED:	SAS	JAN. 2020	1 OF 13
DRAWN:	ELH		

MH PROJECT NO.: 1512800-180958.01

X:\1512800\180958.01\TECH\ACIP\2020-2024\CAD\AIRPORT MAP ACIP_120619.DWG

Airport Name		Ontario International Airport	Fiscal Year 2020		2
Shown On ALP	**Project Type***	**Project Description**	**Federal Share**	**Local Share**	**Total**
Yes	D	Construct Taxiway A and Taxiway C: Phase 1 (Non-AIP)			
		Design / Coordination / Administration (10%)	$0	$2,575,000	$2,575,000
		Construction	$0	$25,750,000	$25,750,000
		Construction Management / Inspection / Monitoring (12.5%)	$0	$3,218,750	$3,218,750
		TOTAL	$0	$31,543,750	$31,543,750

* D - Development; P - Planning; E - Environmental

PROVIDE THE FOLLOWING DETAILED INFORMATION FOR PROJECTS ANTICIPATED WITHIN 1-2 YEARS

Detail Project Description (Square/Lineal Footage or Length/Width)

NPS Purpose / Component / Type: **CA/TW/CO** **NPR: 79**
Overall Development Objective: **Construct Taxiway A and C**
Description:
Project is the construction of a parallel taxiway that runs east-west, along with connector Taxiway 'C'. Taxiway 'A' will eventually connect to Taxiway 'N1'. The project consists of building and pavement demolition, new pavement, airfield lighting, airfield signage, grading, pavement markings, and utility relocations.

Approximate Area:
Project includes 63,200 SY of paving.

Project Schedule (Anticipated date for bids or negotiated prices, consultant selection for planning or environmental projects, length of construction or design, planning or environmental process)

Grant Application	N/A	Grant Execution	N/A
Bid Opening	N/A	Construction Commencement	March 30, 2020
Grant Offer	N/A	Construction Completion	December 31, 2021
		Grant Closeout	N/A

NEPA Environmental Status (With grant application include copy of ROD, FONSI or CATEX letter of approval)

Project approved as Cat-Ex on November 6, 2018.

Date of Last ALP Approval Depicting Proposed Projects

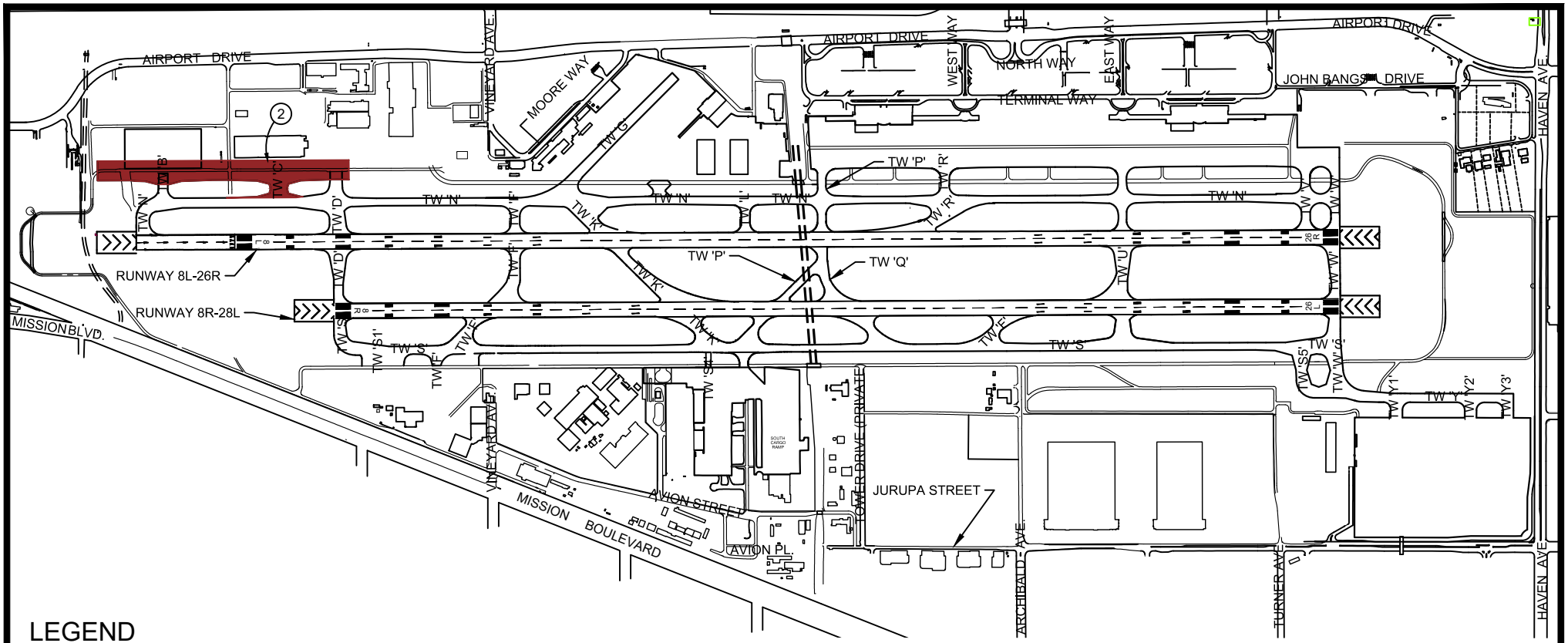
March 7, 2018

Land Title Status & Date of Exhibit "A" Status	Date
Airport owned.	August 24, 2016

Open AIP Funded Projects (include grant number and grant description)		Expected Close-out Date
3-06-0175-041-2018	1) Install RW 26R Lighting (Touchdown Zone) - Phase 1 (Design)	Q3 2021
3-06-0175-041-2018	2) Rehabilitate Taxiway S Phase 1: TW F to Channel (Design)	Q3 2021
3-06-0175-042-2018	1) Terminal 1 Gates 1-3 Apron and Taxilane 'G' Rehabilitation (Construction)	Q1 2020
3-06-0175-042-2018	2) South Cargo Ramp Rehabilitation (Construction)	Q1 2020
3-06-0175-044-2018	1) Development of Airport Pavement Management System	Q4 2020
3-06-0175-045-2019	1) Rehabilitate Taxiway S	Q3 2021
3-06-0175-045-2019	2) Runway 26R Lighting Installation	Q3 2021
3-06-0175-046-2019	1) Exhibit A Property Map, GIS Data Collection, Triggering Event Narrative Report and ALP	Q3 2021

Certification: To the best of my knowledge and belief, all information shown in the ACIP Data Sheet is true and correct and had been duly authorized by the Sponsor.

Michelle R. Brantley, Director of Planning	Michelle R. Brantley, Director of Planning
Name / Title of Authorized Representative (Print or Type)	Contact Name and Title (Print or Type)
Michelle R Brantley — January 30, 2020	(909) 544-5255
Signature — Date	Contact Phone (Print or Type)



LEGEND

② 2020-CONSTRUCT TAXIWAY A AND TAXIWAY C: PHASE 1 (NON-AIP)

N

0 1500 3000

Mead & Hunt

ONT ONTARIO INTERNATIONAL AIRPORT

2020 ACIP

CONSTRUCT TAXIWAY A AND C: PHASE 1

		DATE	DRAWING NO.
CHECKED:	CM	JAN. 2020	2 OF 13
DESIGNED:	SAS		
DRAWN:	ELH		

MH PROJECT NO.: 1512800-180958.01

X:\1512800\180958.01\TECH\ACIP\2020-2024\CAD\AIRPORT MAP ACIP_120619.DWG

Airport Name		Ontario International Airport	Fiscal Year 2020		3
Shown On ALP	Project Type*	Project Description	Federal Share	Local Share	Total
Yes	D	Upgrade Runway 26R ILS (Non-AIP)			
		Design / Coordination / Administration (10%)	$0	$489,796	$489,796
		Construction	$0	$4,897,959	$4,897,959
		Construction Management / Inspection / Monitoring (12.5%)	$0	$612,245	$612,245
		TOTAL	$0	$6,000,000	$6,000,000

* D - Development; P - Planning; E - Environmental

PROVIDE THE FOLLOWING DETAILED INFORMATION FOR PROJECTS ANTICIPATED WITHIN 1-2 YEARS

Detail Project Description (Square/Lineal Footage or Length/Width)

NPS Purpose / Component / Type: **N/A** **NPR:** **N/A**
Overall Development Objective: **Enabling Project for *Rehabilitate Runway 8R-26L and Connector Taxiways***
Description:
Install ALSF-II approach lighting system to Runway 26R. Includes relocation of one (1) Runway Visual Range and back-up engine generator, with upgrades to glideslope and localizer array. Development of a Reimbursable Agreement for this project is underway. This project, along with the TDZ lighting upgrades (grant 3-06-0175-041-2018), allows Runway 8L-26R to be upgraded to a CAT-III to enable the Runway 8R-26L Rehabilitation Project in 2022.
From FAA Order 6030.20F: Continuous Power Airports (CPA) provide continuous operations in the event of area-wide utility power failures. CPA airports must have backup power to operate runway lighting and NAS services. This backup power must be available to supply power for at least 4 hours to the runway lighting as well as navigation, landing, and communications equipment. FAA Order 6030.20F, Appendix A: *Continuous Power Airports and Current Runway Codes* includes ONT Runway 26L in the listing of airports.

Project Schedule (Anticipated date for bids or negotiated prices, consultant selection for planning or environmental projects, length of construction or design, planning or environmental process)

Process Initiation	December 18, 2018	Grant Execution	TBD
Bid Opening	TBD	Construction Commencement	March 30, 2021
Grant Offer	N/A	Construction Completion	December 31, 2022
		Grant Closeout	N/A

NEPA Environmental Status (With grant application include copy of ROD, FONSI or CATEX letter of approval)

Cat-Ex expected by December 2020.

Date of Last ALP Approval Depicting Proposed Projects

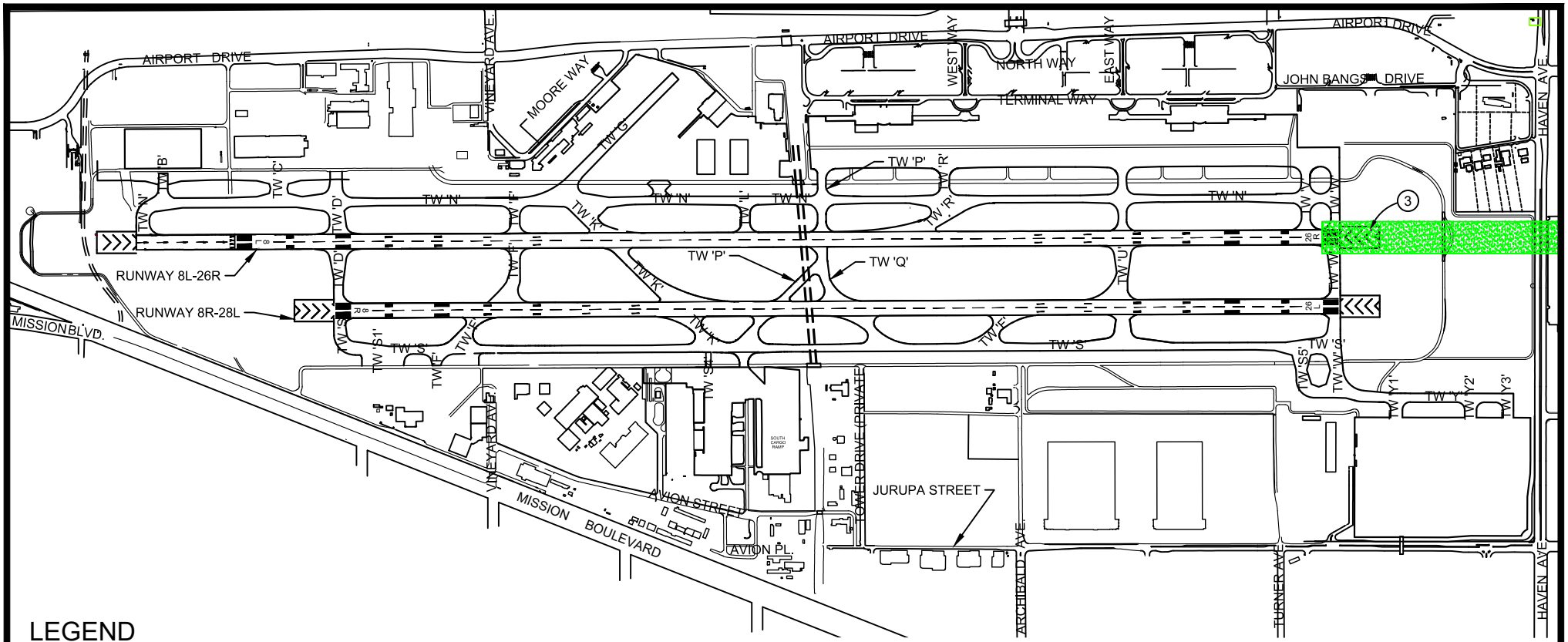
March 7, 2018

Land Title Status & Date of Exhibit "A" Status	Date
Airport owned.	August 24, 2016

Open AIP Funded Projects (include grant number and grant description)		Expected Close-out Date
3-06-0175-041-2018	1) Install RW 26R Lighting (Touchdown Zone) - Phase 1 (Design)	Q3 2021
3-06-0175-041-2018	2) Rehabilitate Taxiway S Phase 1: TW F to Channel (Design)	Q3 2021
3-06-0175-042-2018	1) Terminal 1 Gates 1-3 Apron and Taxilane 'G' Rehabilitation (Construction)	Q1 2020
3-06-0175-042-2018	2) South Cargo Ramp Rehabilitation (Construction)	Q1 2020
3-06-0175-044-2018	1) Development of Airport Pavement Management System	Q4 2020
3-06-0175-045-2019	1) Rehabilitate Taxiway S	Q3 2021
3-06-0175-045-2019	2) Runway 26R Lighting Installation	Q3 2021
3-06-0175-046-2019	1) Exhibit A Property Map, GIS Data Collection, Triggering Event Narrative Report and ALP	Q3 2021

Certification: To the best of my knowledge and belief, all information shown in the ACIP Data Sheet is true and correct and had been duly authorized by the Sponsor.

Michelle R. Brantley, Director of Planning		Michelle R. Brantley, Director of Planning
Name / Title of Authorized Representative (Print or Type)		Contact Name and Title (Print or Type)
Michelle R Brantley	January 30, 2020	(909) 544-5255
Signature	Date	Contact Phone (Print or Type)



LEGEND

③ 2020-UPGRADE RUNWAY 26R ILS (NON-AIP)

0 1500 3000

Mead & Hunt

ONT ONTARIO INTERNATIONAL AIRPORT

2020 ACIP
UPGRADE RUNWAY 26R ILS

CHECKED:	CM	DATE	DRAWING NO.
DESIGNED:	SAS	JAN. 2020	3 OF 13
DRAWN:	ELH		

MH PROJECT NO.: 1512800-180958.01

X:\1512800\180958.01\TECH\ACIP\2020-2024\CAD\AIRPORT MAP ACIP_120619.DWG

Airport Name		Ontario International Airport	Fiscal Year 2021		4
Shown On ALP	**Project Type***	**Project Description**	**Federal Share**	**Local Share**	**Total**
Yes	N/A	Rehabilitate Runway 8R-26L and Connector Taxiways: Design			
		Design / Coordination / Administration	$8,059,000	$1,941,000	$10,000,000
		Construction	$0	$0	$0
		Construction Management / Inspection / Monitoring (12.5%)	$0	$0	$0
		TOTAL	$8,059,000	$1,941,000	$10,000,000

* D - Development; P - Planning; E - Environmental

PROVIDE THE FOLLOWING DETAILED INFORMATION FOR PROJECTS ANTICIPATED WITHIN 1-2 YEARS

Detail Project Description (Square/Lineal Footage or Length/Width)

NPS Purpose / Component / Type: **RE/RW/IM** **NPR: 83**
Overall Development Objective: **Rehabilitate Runway 8R-26L and Connector Taxiways**
Description:
Rehabilitation of Runway 8R-26L and Connector Taxiways (Taxiways D, F, K, P, Q, U, and W) will be an electrical, paving, grading, and marking project. Project also includes the relocation of the southern electrical vault. Runway 8R-26L was constructed in 1981 and will be 42 years old by the beginning of construction in 2022. Project was identified in the Airport Pavement Management System study and is on the ALP. **Grant application covers design of both phases.**

Project Schedule (Anticipated date for bids or negotiated prices, consultant selection for planning or environmental projects, length of construction or design, planning or environmental process)

Grant Application	December 30, 2020	Grant Execution	September 1, 2021
Bid Opening	N/A	Design Commencement	June 1, 2020
Grant Offer	August 1, 2021	Design Completion	February 1, 2022
		Grant Closeout	September 30, 2022

NEPA Environmental Status (With grant application include copy of ROD, FONSI or CATEX letter of approval)

N/A

Date of Last ALP Approval Depicting Proposed Projects

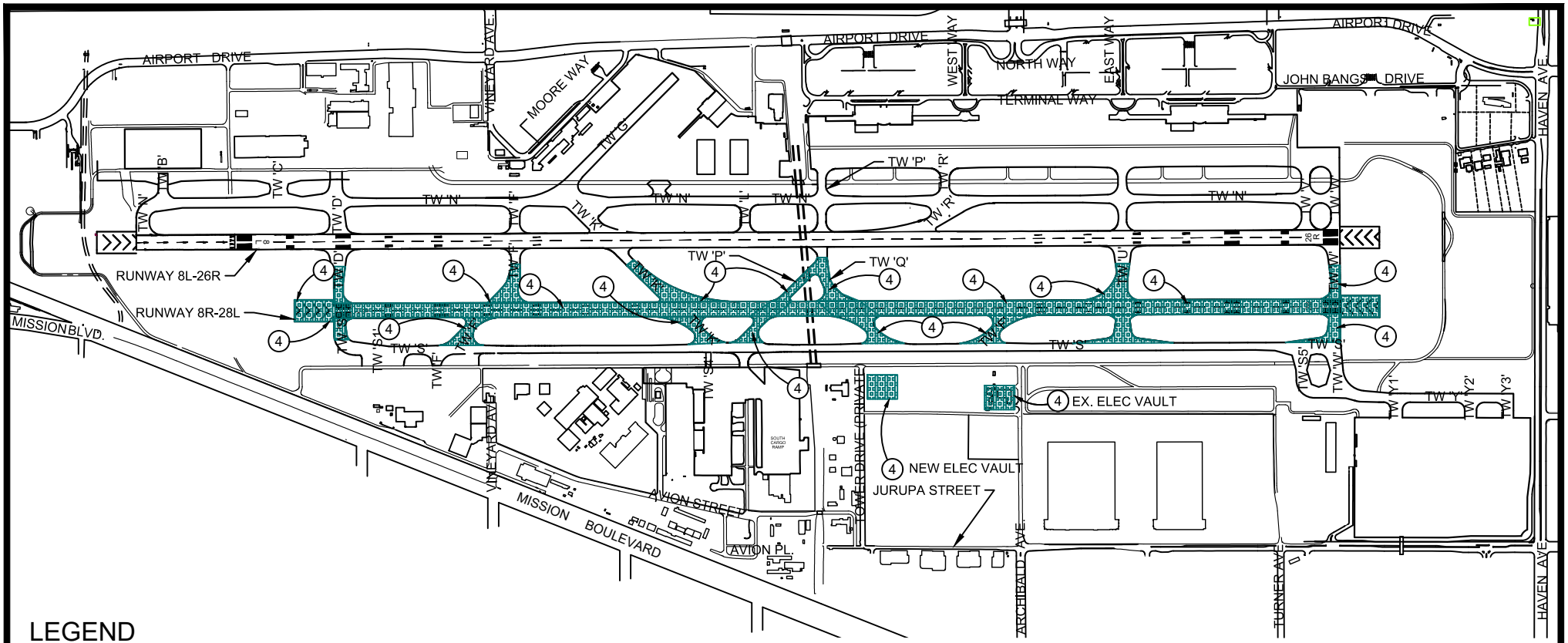
March 7, 2018

Land Title Status & Date of Exhibit "A" Status	Date
Airport owned.	August 24, 2016

Open AIP Funded Projects (include grant number and grant description)		Expected Close-out Date
3-06-0175-041-2018	1) Install RW 26R Lighting (Touchdown Zone) - Phase 1 (Design)	Q3 2021
3-06-0175-041-2018	2) Rehabilitate Taxiway S Phase 1: TW F to Channel (Design)	Q3 2021
3-06-0175-042-2018	1) Terminal 1 Gates 1-3 Apron and Taxilane 'G' Rehabilitation (Construction)	Q1 2020
3-06-0175-042-2018	2) South Cargo Ramp Rehabilitation (Construction)	Q1 2020
3-06-0175-044-2018	1) Development of Airport Pavement Management System	Q4 2020
3-06-0175-045-2019	1) Rehabilitate Taxiway S	Q3 2021
3-06-0175-045-2019	2) Runway 26R Lighting Installation	Q3 2021
3-06-0175-046-2019	1) Exhibit A Property Map, GIS Data Collection, Triggering Event Narrative Report and ALP	Q3 2021

Certification: To the best of my knowledge and belief, all information shown in the ACIP Data Sheet is true and correct and had been duly authorized by the Sponsor.

Michelle R. Brantley, Director of Planning		Michelle Brantley, Director of Planning
Name / Title of Authorized Representative (Print or Type)		Contact Name and Title (Print or Type)
Michelle R Brantley	January 30, 2020	(909) 544-5255
Signature	Date	Contact Phone (Print or Type)



LEGEND

(4) 2021-REHABILITATE RUNWAY 8R-26L AND CONNECTOR TAXIWAYS: DESIGN

N

0 1500 3000

Mead & Hunt

ONT ONTARIO INTERNATIONAL AIRPORT

2021 ACIP

REHABILITATE RUNWAY 8R-26L AND CONNECTOR TAXIWAYS: DESIGN

CHECKED:	CM	DATE	DRAWING NO.
DESIGNED:	SAS	JAN. 2020	4 OF 13
DRAWN:	ELH		

MH PROJECT NO.: 1512800-180958.01

X:\1512800\180958.01\TECH\ACIP\2020-2024\CAD\AIRPORT MAP ACIP_120619.DWG

Airport Name		Ontario International Airport	Fiscal Year 2021		5
Shown On ALP	Project Type*	Project Description	Federal Share	Local Share	Total
No	D	ASR Relocation (Non-AIP)			
		Design / Coordination / Administration (10%)	$0	$1,166,990	$1,166,990
		Construction	$0	$11,669,900	$11,669,900
		Construction Management / Inspection / Monitoring (12.5%)	$0	$1,458,738	$1,458,738
		TOTAL	$0	$14,295,628	$14,295,628

* D - Development; P - Planning; E - Environmental

PROVIDE THE FOLLOWING DETAILED INFORMATION FOR PROJECTS ANTICIPATED WITHIN 1-2 YEARS

Detail Project Description (Square/Lineal Footage or Length/Width)

NPS Purpose / Component / Type: **N/A** **NPR:** **N/A**
Overall Development Objective: **Relocate ASR**
Description:
The Airport Surveillance Radar (ASR) will require relocation to a site to-be-defined in the new ALP.

Project Schedule (Anticipated date for bids or negotiated prices, consultant selection for planning or environmental projects, length of construction or design, planning or environmental process)

Reimbursable Agreement/Process Initiation	March 1, 2020	Grant Execution	N/A
Bid Opening	TBD	Construction Commencement	TBD
Grant Offer	N/A	Construction Completion	November 5, 2025
		Project Closeout	N/A

NEPA Environmental Status (With grant application include copy of ROD, FONSI or CATEX letter of approval)

Pending Application.

Date of Last ALP Approval Depicting Proposed Projects

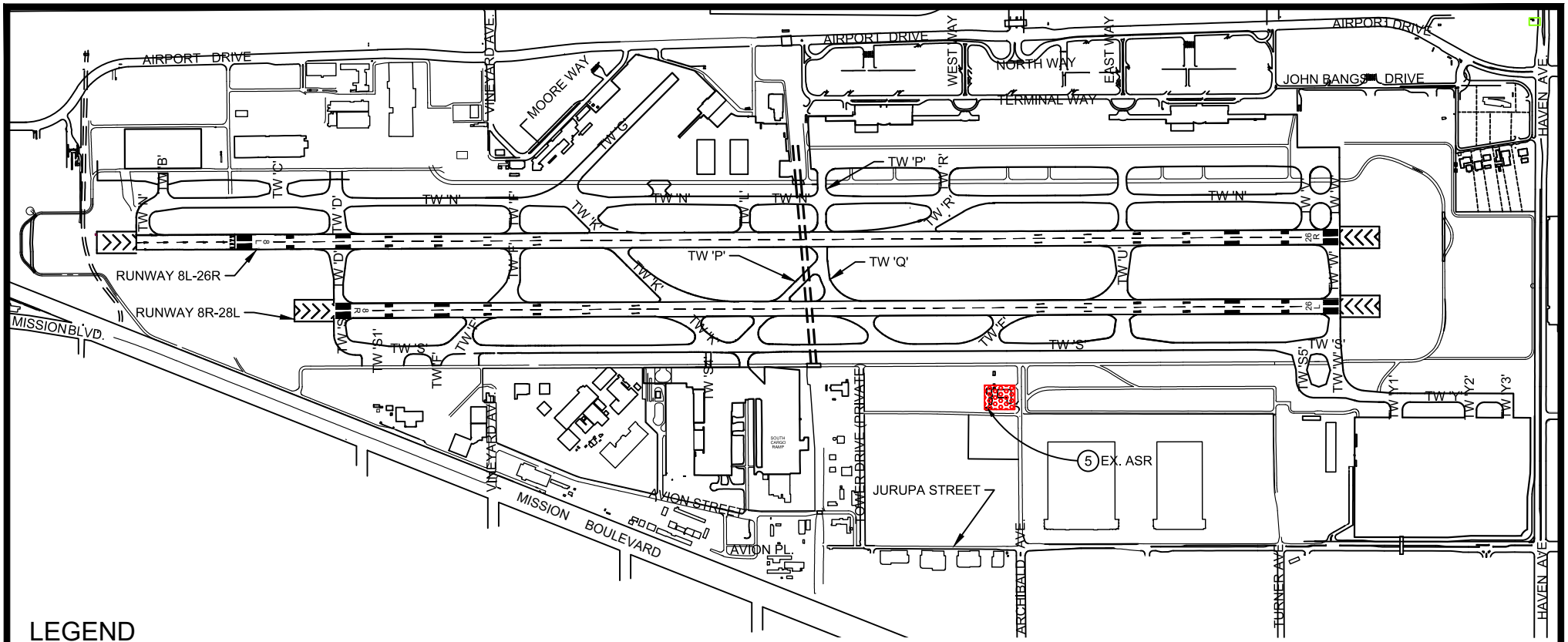
March 7, 2018

Land Title Status & Date of Exhibit "A" Status	Date
Airport owned.	August 24, 2016

Open AIP Funded Projects (include grant number and grant description)		Expected Close-out Date
3-06-0175-041-2018	1) Install RW 26R Lighting (Touchdown Zone) - Phase 1 (Design)	Q3 2021
3-06-0175-041-2018	2) Rehabilitate Taxiway S Phase 1: TW F to Channel (Design)	Q3 2021
3-06-0175-042-2018	1) Terminal 1 Gates 1-3 Apron and Taxilane 'G' Rehabilitation (Construction)	Q1 2020
3-06-0175-042-2018	2) South Cargo Ramp Rehabilitation (Construction)	Q1 2020
3-06-0175-044-2018	1) Development of Airport Pavement Management System	Q4 2020
3-06-0175-045-2019	1) Rehabilitate Taxiway S	Q3 2021
3-06-0175-045-2019	2) Runway 26R Lighting Installation	Q3 2021
3-06-0175-046-2019	1) Exhibit A Property Map, GIS Data Collection, Triggering Event Narrative Report and ALP	Q3 2021

Certification: To the best of my knowledge and belief, all information shown in the ACIP Data Sheet is true and correct and had been duly authorized by the Sponsor.

Michelle R. Brantley, Director of Planning	Michelle R. Brantley, Director of Planning
Name / Title of Authorized Representative (Print or Type)	Contact Name and Title (Print or Type)
Michelle R Brantley	(909) 544-5255
Signature — January 30, 2020 (Date)	Contact Phone (Print or Type)



LEGEND

(5) 2021-ASR RELOCATION (NON-AIP)

N

0 1500 3000

Mead & Hunt

ONT ONTARIO INTERNATIONAL AIRPORT

2021 ACIP

ASR RELOCATION

CHECKED:	CM	DATE	DRAWING NO.
DESIGNED:	SAS	JAN. 2020	5 OF 13
DRAWN:	ELH		

MH PROJECT NO.: 1512800-180958.01

X:\1512800\180958.01\TECH\ACIP\2020-2024\CAD\AIRPORT MAP ACIP_120619.DWG

Airport Name		Ontario International Airport	Fiscal Year 2021		6
Shown On ALP	**Project Type***	**Project Description**	**Federal Share**	**Local Share**	**Total**
No	D	RTR Relocation (Non-AIP)			
		Design / Coordination / Administration (10%)	$0	$318,270	$318,270
		Construction	$0	$3,182,700	$3,182,700
		Construction Management / Inspection / Monitoring (12.5%)	$0	$397,838	$397,838
		TOTAL	$0	$3,898,808	$3,898,808

* D - Development; P - Planning; E - Environmental

PROVIDE THE FOLLOWING DETAILED INFORMATION FOR PROJECTS ANTICIPATED WITHIN 1-2 YEARS

Detail Project Description (Square/Lineal Footage or Length/Width)

NPS Purpose / Component / Type: **N/A** **NPR:** **N/A**
Overall Development Objective: **Relocate RTR**
Description:
The Remote Transmitter/Receiver (RTR) will require relocation to a site to-be-defined in the new ALP. Attached graphic shows preliminary location.

Project Schedule (Anticipated date for bids or negotiated prices, consultant selection for planning or environmental projects, length of construction or design, planning or environmental process)

Reimbursable Agreement/Process Initiation	March 1, 2020	Grant Execution	N/A
Bid Opening	TBD	Construction Commencement	November 5, 2022
Grant Offer	N/A	Construction Completion	November 5, 2023
		Project Closeout	N/A

NEPA Environmental Status (With grant application include copy of ROD, FONSI or CATEX letter of approval)

Pending Application.

Date of Last ALP Approval Depicting Proposed Projects

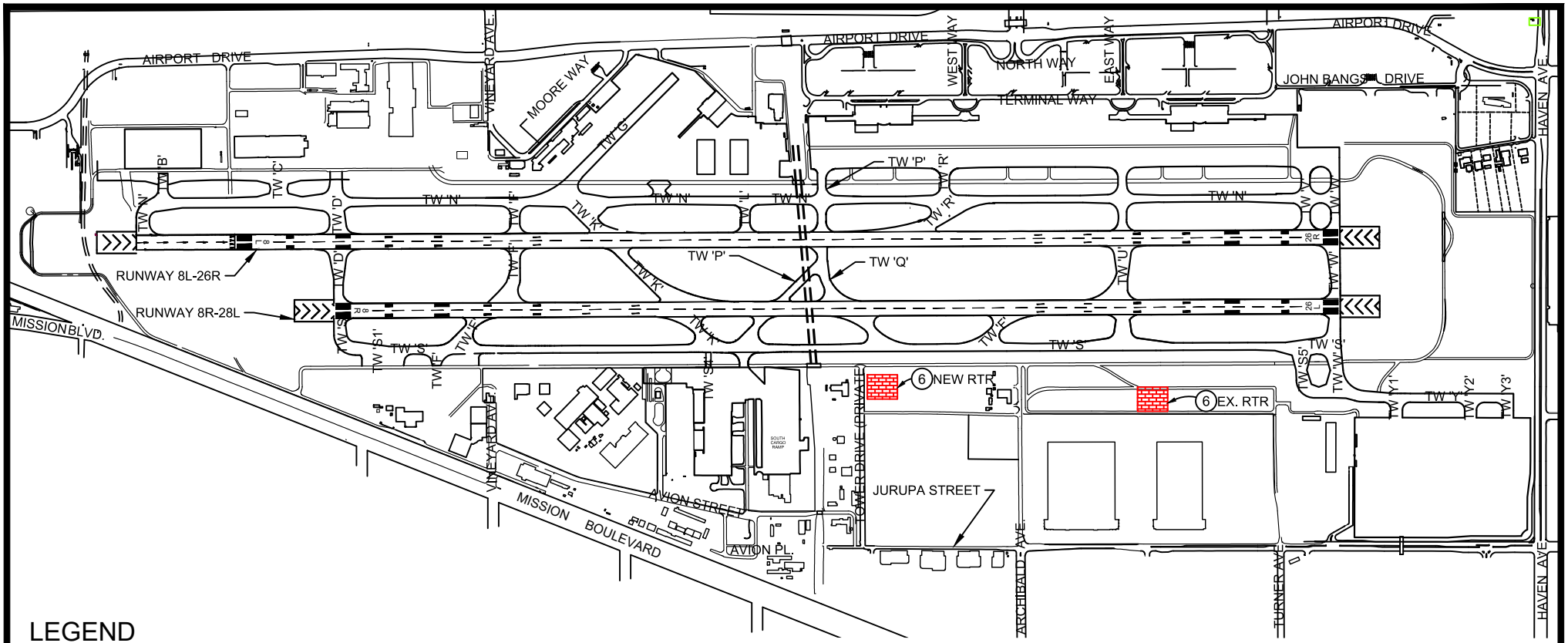
March 7, 2018

Land Title Status & Date of Exhibit "A" Status	Date
Airport owned.	August 24, 2016

Open AIP Funded Projects (include grant number and grant description)		Expected Close-out Date
3-06-0175-041-2018	1) Install RW 26R Lighting (Touchdown Zone) - Phase 1 (Design)	Q3 2021
3-06-0175-041-2018	2) Rehabilitate Taxiway S Phase 1: TW F to Channel (Design)	Q3 2021
3-06-0175-042-2018	1) Terminal 1 Gates 1-3 Apron and Taxilane 'G' Rehabilitation (Construction)	Q1 2020
3-06-0175-042-2018	2) South Cargo Ramp Rehabilitation (Construction)	Q1 2020
3-06-0175-044-2018	1) Development of Airport Pavement Management System	Q4 2020
3-06-0175-045-2019	1) Rehabilitate Taxiway S	Q3 2021
3-06-0175-045-2019	2) Runway 26R Lighting Installation	Q3 2021
3-06-0175-046-2019	1) Exhibit A Property Map, GIS Data Collection, Triggering Event Narrative Report and ALP	Q3 2021

Certification: To the best of my knowledge and belief, all information shown in the ACIP Data Sheet is true and correct and had been duly authorized by the Sponsor.

Michelle R. Brantley, Director of Planning		Michelle R. Brantley, Director of Planning
Name / Title of Authorized Representative (Print or Type)		Contact Name and Title (Print or Type)
Michelle R Brantley	January 30, 2020	(909) 544-5255
Signature	Date	Contact Phone (Print or Type)



LEGEND

(6) 2021-RTR RELOCATION (NON-AIP)

N

0 1500 3000

Mead & Hunt

ONT ONTARIO INTERNATIONAL AIRPORT

2021 ACIP

RTR RELOCATION

CHECKED:	CM	DATE	DRAWING NO.
DESIGNED:	SAS	JAN. 2020	6 OF 13
DRAWN:	ELH		

MH PROJECT NO.: 1512800-180958.01

X:\1512800\180958.01\TECH\ACIP\2020-2024\CAD\AIRPORT MAP ACIP_120619.DWG

Airport Name		Ontario International Airport	Fiscal Year 2022		7
Shown On ALP	**Project Type***	**Project Description**	**Federal Share**	**Local Share**	**Total**
Yes	D	Rehabilitate Runway 8R-26L and Connector Taxiways: Phase 1			
		Construction	$18,708,225	$16,195,671	$34,903,896
		Construction Management / Inspection / Monitoring (15.5%)	$2,899,775	$2,510,329	$5,410,104
		TOTAL	$21,608,000	$18,706,000	$40,314,000

* D - Development; P - Planning; E - Environmental

PROVIDE THE FOLLOWING DETAILED INFORMATION FOR PROJECTS ANTICIPATED WITHIN 1-2 YEARS

Detail Project Description (Square/Lineal Footage or Length/Width)

NPS Purpose / Component / Type: **RE/RW/IM** **NPR: 83**
Overall Development Objective: **Rehabilitate Runway 8R-26L and Connector Taxiways**
Description:
Rehabilitation of Runway 8R-26L and Connector Taxiways (Taxiways D, F, K, P, Q, U, and W) will be an electrical, paving, grading, and marking project. Project also includes the relocation of the southern electrical vault. Runway 8R-26L was constructed in 1981 and will be 42 years old in 2022. Project was identified in the Airport Pavement Management System study and is on the ALP. **Phase 1 is the construction of the connector taxiways and the electrical vault.**
Approximate Area:
Approximate total area for Phases 1 & 2 is 297,200 SY.

Project Schedule (Anticipated date for bids or negotiated prices, consultant selection for planning or environmental projects, length of construction or design, planning or environmental process)

Grant Application	December 30, 2021	Grant Execution	September 1, 2022
Bid Opening	May 1, 2022	Construction Commencement	January 1, 2023
Grant Offer	August 1, 2022	Construction Completion	October 31, 2023
		Grant Closeout	April 30, 2024

NEPA Environmental Status (With grant application include copy of ROD, FONSI or CATEX letter of approval)

Pending application.

Date of Last ALP Approval Depicting Proposed Projects

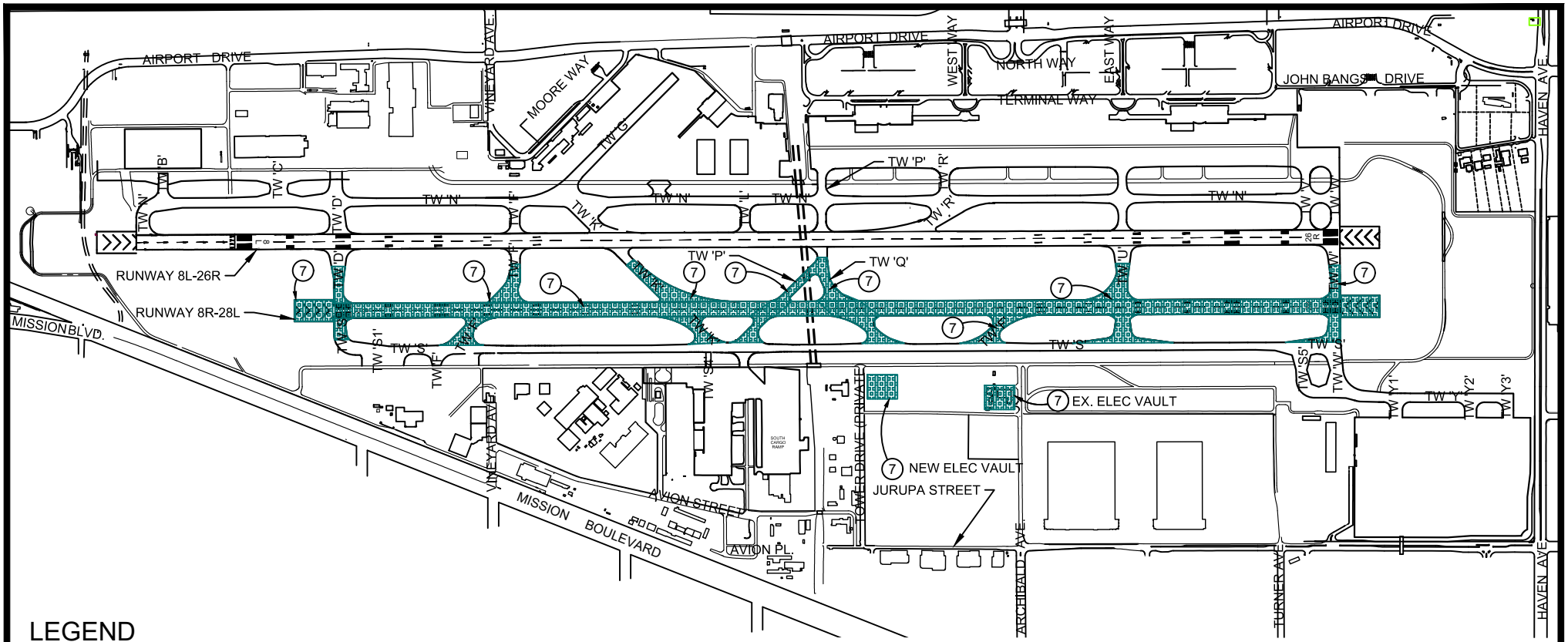
March 7, 2018

Land Title Status & Date of Exhibit "A" Status	Date
Airport owned.	August 24, 2016

Open AIP Funded Projects (include grant number and grant description)		Expected Close-out Date
3-06-0175-041-2018	1) Install RW 26R Lighting (Touchdown Zone) - Phase 1 (Design)	Q3 2021
3-06-0175-041-2018	2) Rehabilitate Taxiway S Phase 1: TW F to Channel (Design)	Q3 2021
3-06-0175-042-2018	1) Terminal 1 Gates 1-3 Apron and Taxilane 'G' Rehabilitation (Construction)	Q1 2020
3-06-0175-042-2018	2) South Cargo Ramp Rehabilitation (Construction)	Q1 2020
3-06-0175-044-2018	1) Development of Airport Pavement Management System	Q4 2020
3-06-0175-045-2019	1) Rehabilitate Taxiway S	Q3 2021
3-06-0175-045-2019	2) Runway 26R Lighting Installation	Q3 2021
3-06-0175-046-2019	1) Exhibit A Property Map, GIS Data Collection, Triggering Event Narrative Report and ALP	Q3 2021

Certification: To the best of my knowledge and belief, all information shown in the ACIP Data Sheet is true and correct and had been duly authorized by the Sponsor.

Michelle R. Brantley, Director of Planning	Michelle R. Brantley, Director of Planning
Name / Title of Authorized Representative (Print or Type)	Contact Name and Title (Print or Type)
Michelle R Brantley — January 30, 2020	(909) 544-5255
Signature — Date	Contact Phone (Print or Type)



LEGEND

(7) 2022-REHABILITATE RUNWAY 8R-26L AND CONNECTOR TAXIWAYS: PHASE 1

N

0 1500 3000

Mead & Hunt

ONT ONTARIO INTERNATIONAL AIRPORT

2022 ACIP

REHABILITATE RUNWAY 8R-26L AND CONNECTOR TAXIWAYS: PH 1

CHECKED:	CM	DATE	DRAWING NO.
DESIGNED:	SAS	JAN. 2020	7 OF 13
DRAWN:	ELH		

MH PROJECT NO.: 1512800-180958.01

X:\1512800\180958.01\TECH\ACIP\2020-2024\CAD\AIRPORT MAP ACIP_120619.DWG

Airport Name		Ontario International Airport	Fiscal Year 2023		8
Shown On ALP	**Project Type***	**Project Description**	**Federal Share**	**Local Share**	**Total**
Yes	D	Rehabilitate Runway 8R-26L and Connector Taxiways: Phase 2			
		Construction	$18,708,225	$19,008,658	$37,716,883
		Construction Management / Inspection / Monitoring (15.5%)	$2,899,775	$2,946,342	$5,846,117
		TOTAL	$21,608,000	$21,955,000	$43,563,000

* D - Development; P - Planning; E - Environmental

PROVIDE THE FOLLOWING DETAILED INFORMATION FOR PROJECTS ANTICIPATED WITHIN 1-2 YEARS

Detail Project Description (Square/Lineal Footage or Length/Width)

NPS Purpose / Component / Type: **RE/RW/IM** **NPR: 83**
Overall Development Objective: **Rehabilitate Runway 8R-26L and Connector Taxiways**
Description:
Rehabilitation of Runway 8R-26L and Connector Taxiways (Taxiways D, F, K, P, Q, U, and W) will be an electrical, paving, grading, and marking project. Runway 8R-26L was constructed in 1981 and will be 42 years old by the beginning of construction is 2022. Project was identified in the Airport Pavement Management System study and is on the ALP. **Phase 2 consists of the rehabilitation of Runway 8R-26L.**
Approximate Area:
Approximate total area for Phases 1 & 2 is 297,200 SY.

Project Schedule (Anticipated date for bids or negotiated prices, consultant selection for planning or environmental projects, length of construction or design, planning or environmental process)

Grant Application	December 30, 2021	Grant Execution	September 1, 2023
Bid Opening	May 1, 2022	Construction Commencement	January 1, 2024
Grant Offer	August 1, 2023	Construction Completion	October 31, 2024
		Grant Closeout	April 30, 2025

NEPA Environmental Status (With grant application include copy of ROD, FONSI or CATEX letter of approval)

Pending application.

Date of Last ALP Approval Depicting Proposed Projects

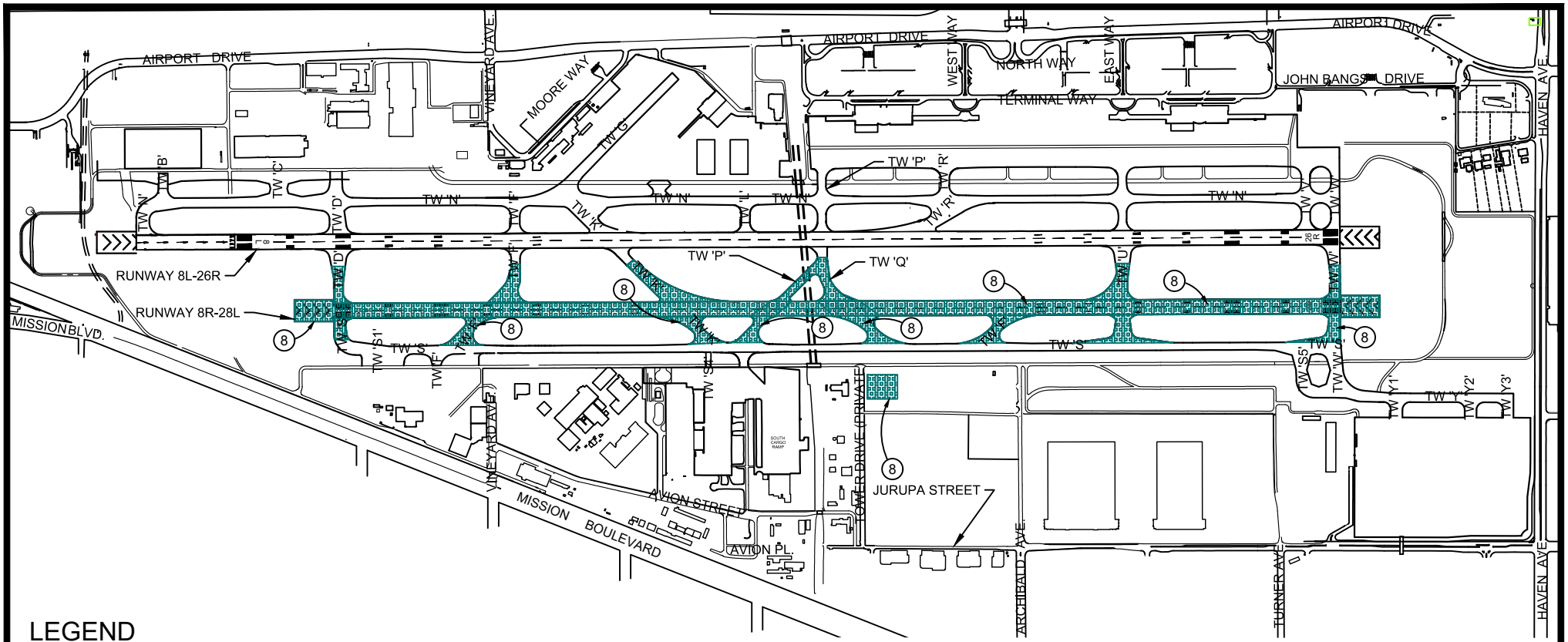
March 7, 2018

Land Title Status & Date of Exhibit "A" Status	Date
Airport owned.	August 24, 2016

Open AIP Funded Projects (include grant number and grant description)		Expected Close-out Date
3-06-0175-041-2018	1) Install RW 26R Lighting (Touchdown Zone) - Phase 1 (Design)	Q3 2021
3-06-0175-041-2018	2) Rehabilitate Taxiway S Phase 1: TW F to Channel (Design)	Q3 2021
3-06-0175-042-2018	1) Terminal 1 Gates 1-3 Apron and Taxilane 'G' Rehabilitation (Construction)	Q1 2020
3-06-0175-042-2018	2) South Cargo Ramp Rehabilitation (Construction)	Q1 2020
3-06-0175-044-2018	1) Development of Airport Pavement Management System	Q4 2020
3-06-0175-045-2019	1) Rehabilitate Taxiway S	Q3 2021
3-06-0175-045-2019	2) Runway 26R Lighting Installation	Q3 2021
3-06-0175-046-2019	1) Exhibit A Property Map, GIS Data Collection, Triggering Event Narrative Report and ALP	Q3 2021

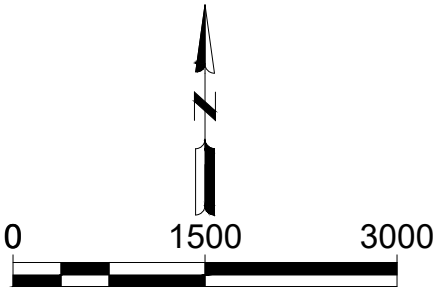
Certification: To the best of my knowledge and belief, all information shown in the ACIP Data Sheet is true and correct and had been duly authorized by the Sponsor.

Michelle R. Brantley, Director of Planning		Michelle R. Brantley, Director of Planning
Name / Title of Authorized Representative (Print or Type)		Contact Name and Title (Print or Type)
Michelle R Brantley	January 30, 2020	(909) 544-5255
Signature	Date	Contact Phone (Print or Type)



LEGEND

(8) 2023-REHABILITATE RUNWAY 8R-26L AND CONNECTOR TAXIWAYS: PHASE 2



Mead & Hunt

ONT ONTARIO INTERNATIONAL AIRPORT

2023 ACIP

REHABILITATE RUNWAY 8R-26L AND CONNECTOR TAXIWAYS: PH 2

CHECKED:	CM	DATE	DRAWING NO.
DESIGNED:	SAS	JAN. 2020	8 OF 13
DRAWN:	ELH		

MH PROJECT NO.: 1512800-180958.01

X:\1512800\180958.01\TECH\ACIP\2020-2024\CAD\AIRPORT MAP ACIP_120619.DWG

Airport Name		Ontario International Airport	Fiscal Year 2023		9
Shown On ALP	**Project Type***	**Project Description**	**Federal Share**	**Local Share**	**Total**
Yes	D	Upgrade Runway 26L ALSF (FAA Funded)			
		Design / Coordination / Administration (10%)	TBD	$0	TBD
		Construction	TBD	$0	TBD
		Construction Management / Inspection / Monitoring (12.5%)	TBD	$0	TBD
		TOTAL	TBD	$0	TBD

* D - Development; P - Planning; E - Environmental

PROVIDE THE FOLLOWING DETAILED INFORMATION FOR PROJECTS ANTICIPATED WITHIN 1-2 YEARS

Detail Project Description (Square/Lineal Footage or Length/Width)

NPS Purpose / Component / Type: **N/A** **NPR:** **N/A**
Overall Development Objective: **Stand-alone project**
Description:
This project would be to upgrade the existing Runway 26L ALSF system, projected to occur before the end of FY 2023. This project would be fully funded by the FAA.

Project Schedule (Anticipated date for bids or negotiated prices, consultant selection for planning or environmental projects, length of construction or design, planning or environmental process)

Process Initiation	February 1, 2020	Grant Execution	TBD
Bid Opening	TBD	Construction Commencement	January 1, 2024
Grant Offer	N/A	Construction Completion	October 31, 2024
		Project Closeout	April 30, 2025

NEPA Environmental Status (With grant application include copy of ROD, FONSI or CATEX letter of approval)

Not applicable.

Date of Last ALP Approval Depicting Proposed Projects

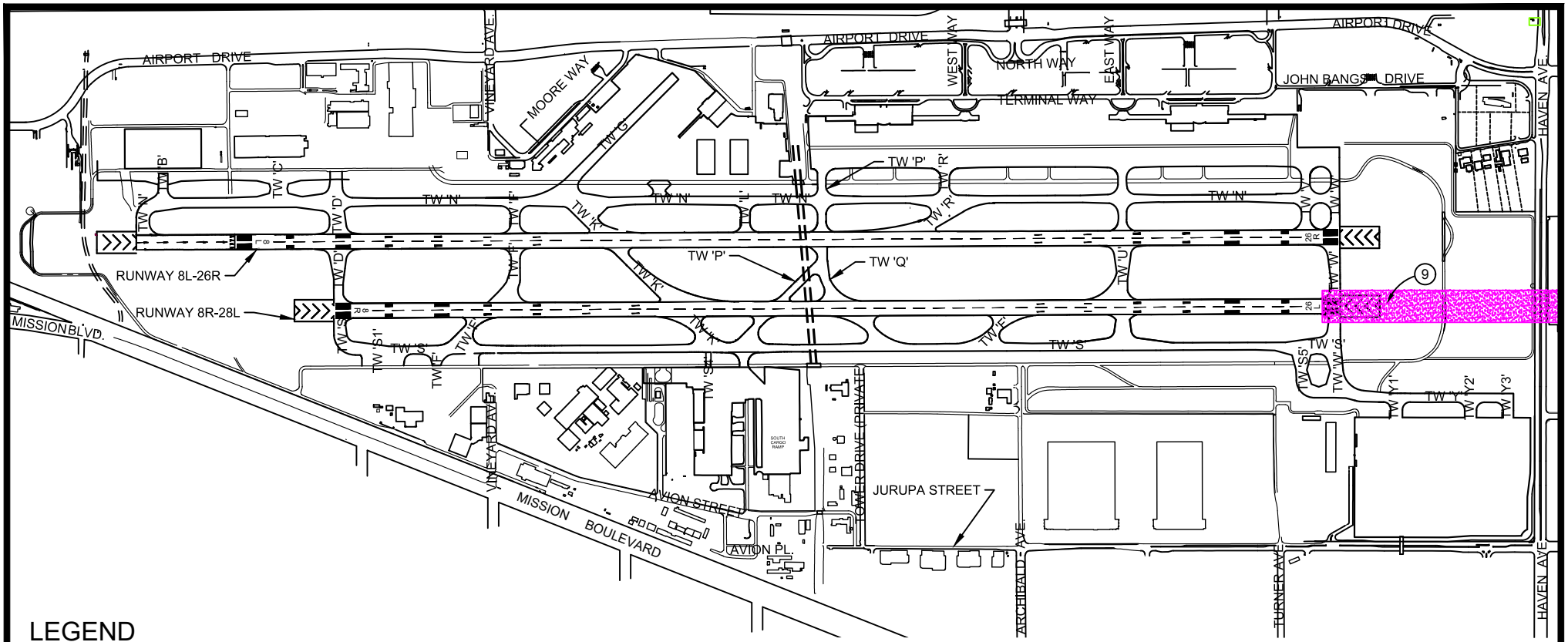
March 7, 2018

Land Title Status & Date of Exhibit "A" Status	Date
Airport owned.	August 24, 2016

Open AIP Funded Projects (include grant number and grant description)		Expected Close-out Date
3-06-0175-041-2018	1) Install RW 26R Lighting (Touchdown Zone) - Phase 1 (Design)	Q3 2021
3-06-0175-041-2018	2) Rehabilitate Taxiway S Phase 1: TW F to Channel (Design)	Q3 2021
3-06-0175-042-2018	1) Terminal 1 Gates 1-3 Apron and Taxilane 'G' Rehabilitation (Construction)	Q1 2020
3-06-0175-042-2018	2) South Cargo Ramp Rehabilitation (Construction)	Q1 2020
3-06-0175-044-2018	1) Development of Airport Pavement Management System	Q4 2020
3-06-0175-045-2019	1) Rehabilitate Taxiway S	Q3 2021
3-06-0175-045-2019	2) Runway 26R Lighting Installation	Q3 2021
3-06-0175-046-2019	1) Exhibit A Property Map, GIS Data Collection, Triggering Event Narrative Report and ALP	Q3 2021

Certification: To the best of my knowledge and belief, all information shown in the ACIP Data Sheet is true and correct and had been duly authorized by the Sponsor.

Michelle R. Brantley, Director of Planning		Michelle R. Brantley, Director of Planning
Name / Title of Authorized Representative (Print or Type)		Contact Name and Title (Print or Type)
Michelle R Brantley	January 30, 2020	(909) 544-5255
Signature	Date	Contact Phone (Print or Type)



LEGEND

(9) 2023-UPGRADE RUNWAY 26L ALSF (FAA FUNDED)

0 1500 3000

Mead & Hunt

ONT ONTARIO INTERNATIONAL AIRPORT

2023 ACIP

UPGRADE RUNWAY 26L ALSF (FAA FUNDED)

CHECKED:	CM	DATE	DRAWING NO.
DESIGNED:	SAS	JAN. 2020	9 OF 13
DRAWN:	ELH		

MH PROJECT NO.: 1512800-180958.01

X:\1512800\180958.01\TECH\ACIP\2020-2024\CAD\AIRPORT MAP ACIP_120619.DWG

Airport Name		Ontario International Airport	Fiscal Year 2024		10
Shown On ALP	**Project Type***	**Project Description**	**Federal Share**	**Local Share**	**Total**
Yes	D	Rehabilitate Runway 8L-26R Lighting and Taxiway Lighting: Phase 1			
		Design / Coordination / Administration (10%)	$823,673	$198,381	$1,022,054
		Construction	$8,236,732	$1,983,807	$10,220,539
		Construction Management / Inspection / Monitoring (12.5%)	$1,029,592	$247,976	$1,277,567
		TOTAL	$10,089,997	$2,430,163	$12,520,160

* D - Development; P - Planning; E - Environmental

PROVIDE THE FOLLOWING DETAILED INFORMATION FOR PROJECTS ANTICIPATED WITHIN 1-2 YEARS

Detail Project Description (Square/Lineal Footage or Length/Width)

NPS Purpose / Component / Type: **RE/RW/LI** **NPR: 83**
Overall Development Objective: **Rehabilitate Runway 8L-26R Lighting and Taxiway Lighting**
Description:
Rehabilitate existing airfield lighting that is over 20 years old, including runway edge lighting, signs, and an upgrade to the existing north airfield vault. Phase 1 is anticipated to be Runway 8L-26R and its connector taxiways 'N', 'D', 'F', 'K', 'L', 'R', 'U', 'V' and 'W' within the RSA. Associated work in the northern airfield electrical vault will be completed as well.

Project Schedule (Anticipated date for bids or negotiated prices, consultant selection for planning or environmental projects, length of construction or design, planning or environmental process)

Grant Application	December 30, 2023	Grant Execution	July 25, 2024
Bid Opening	May 1, 2024	Construction Commencement	September 4, 2024
Grant Offer	June 15, 2024	Construction Completion	December 31, 2024
		Grant Closeout	June 1, 2025

NEPA Environmental Status (With grant application include copy of ROD, FONSI or CATEX letter of approval)

Pending application.

Date of Last ALP Approval Depicting Proposed Projects

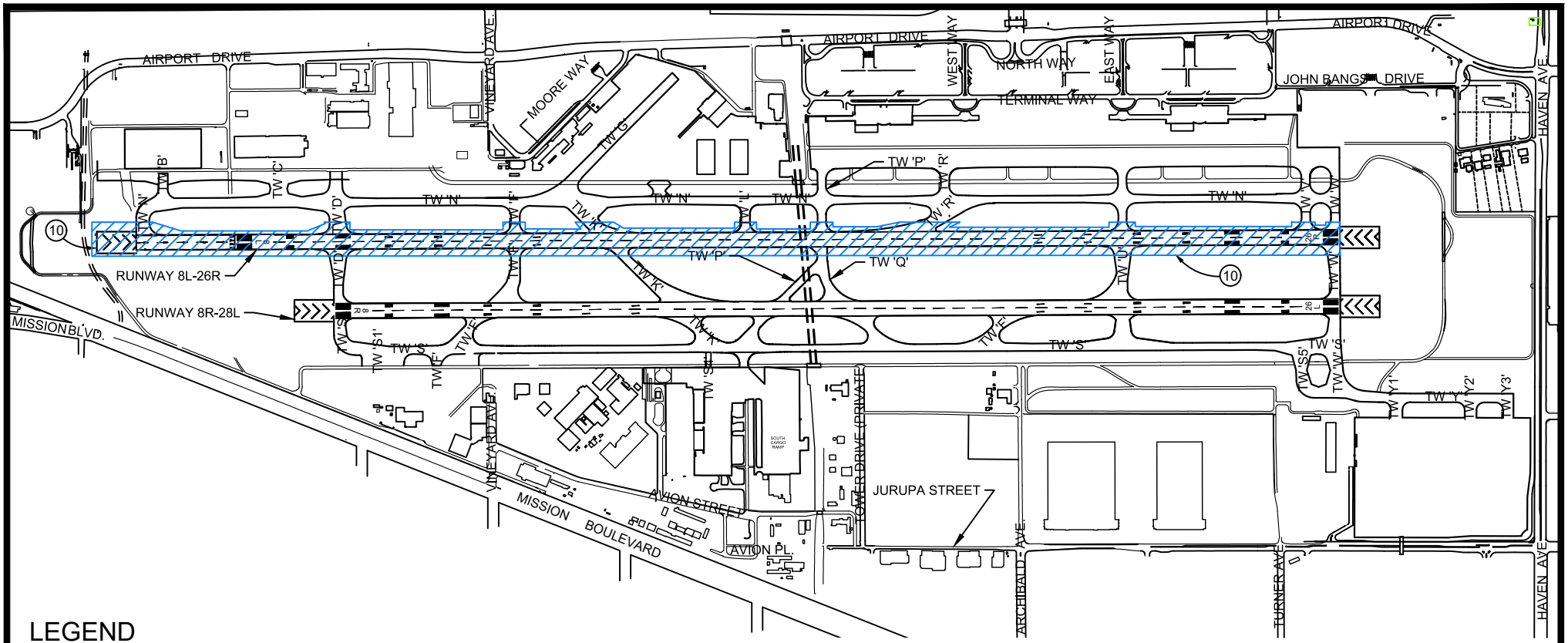
March 7, 2018

Land Title Status & Date of Exhibit "A" Status	Date
Airport owned.	August 24, 2016

Open AIP Funded Projects (include grant number and grant description)		Expected Close-out Date
3-06-0175-041-2018	1) Install RW 26R Lighting (Touchdown Zone) - Phase 1 (Design)	Q3 2021
3-06-0175-041-2018	2) Rehabilitate Taxiway S Phase 1: TW F to Channel (Design)	Q3 2021
3-06-0175-042-2018	1) Terminal 1 Gates 1-3 Apron and Taxilane 'G' Rehabilitation (Construction)	Q1 2020
3-06-0175-042-2018	2) South Cargo Ramp Rehabilitation (Construction)	Q1 2020
3-06-0175-044-2018	1) Development of Airport Pavement Management System	Q4 2020
3-06-0175-045-2019	1) Rehabilitate Taxiway S	Q3 2021
3-06-0175-045-2019	2) Runway 26R Lighting Installation	Q3 2021
3-06-0175-046-2019	1) Exhibit A Property Map, GIS Data Collection, Triggering Event Narrative Report and ALP	Q3 2021

Certification: To the best of my knowledge and belief, all information shown in the ACIP Data Sheet is true and correct and had been duly authorized by the Sponsor.

Michelle R. Brantley, Director of Planning	Michelle R. Brantley, Director of Planning
Name / Title of Authorized Representative (Print or Type)	Contact Name and Title (Print or Type)
Michelle R Brantley — January 30, 2020	(909) 544-5255
Signature — Date	Contact Phone (Print or Type)



LEGEND

(10) 2024-REHABILITATE RUNWAY 8L-26R LIGHTING AND TAXIWAY LIGHTING: PHASE 1

N

0 1500 3000

Mead & Hunt

ONT ONTARIO INTERNATIONAL AIRPORT

2024 ACIP

REHABILITATE RUNWAY 8L-26R
LIGHTING AND TAXIWAY
LIGHTING: PH 1

		DATE	DRAWING NO.
CHECKED:	CM	JAN. 2020	10 OF 13
DESIGNED:	SAS		
DRAWN:	ELH		

MH PROJECT NO.: 1512800-180958.01
X:\1512800\180958.01\TECH\ACIP\2020-2024\CAD\AIRPORT MAP ACIP_120619.DWG

Airport Name		Ontario International Airport	Fiscal Year 2025		11
Shown On ALP	**Project Type***	**Project Description**	**Federal Share**	**Local Share**	**Total**
Yes	D	Rehabilitate Runway 8L-26R Lighting and Taxiway Lighting: Phase 2			
		Design / Coordination / Administration (10%)	$655,926	$157,979	$813,905
		Construction	$6,559,261	$1,579,790	$8,139,050
		Construction Management / Inspection / Monitoring (12.5%)	$819,908	$197,474	$1,017,381
		TOTAL	$8,035,094	$1,935,242	$9,970,337

* D - Development; P - Planning; E - Environmental

PROVIDE THE FOLLOWING DETAILED INFORMATION FOR PROJECTS ANTICIPATED WITHIN 1-2 YEARS

Detail Project Description (Square/Lineal Footage or Length/Width)

NPS Purpose / Component / Type: **RE/RW/LI** **NPR: 83**
Overall Development Objective: **Rehabilitate Runway 8L-26R Lighting and Taxiway Lighting**
Description:
Rehabilitate existing airfield lighting that is over 20 years old, including runway edge lights and signs. Phase 2 is anticipated to be Taxiways 'N', 'S' west of 'Q', and 'Y', as well as the minor connectors to these taxiways. These minor collectors include portions of 'D', 'F', 'K', 'L', 'R', 'S5', and 'W'. Associated work in the northern airfield electrical vault will be completed as well.

Project Schedule (Anticipated date for bids or negotiated prices, consultant selection for planning or environmental projects, length of construction or design, planning or environmental process)

Grant Application	December 30, 2023	Grant Execution	July 25, 2025
Bid Opening	May 1, 2024	Construction Commencement	September 4, 2025
Grant Offer	June 15, 2025	Construction Completion	December 30, 2025
		Grant Closeout	June 30, 2026

NEPA Environmental Status (With grant application include copy of ROD, FONSI or CATEX letter of approval)

Pending application.

Date of Last ALP Approval Depicting Proposed Projects

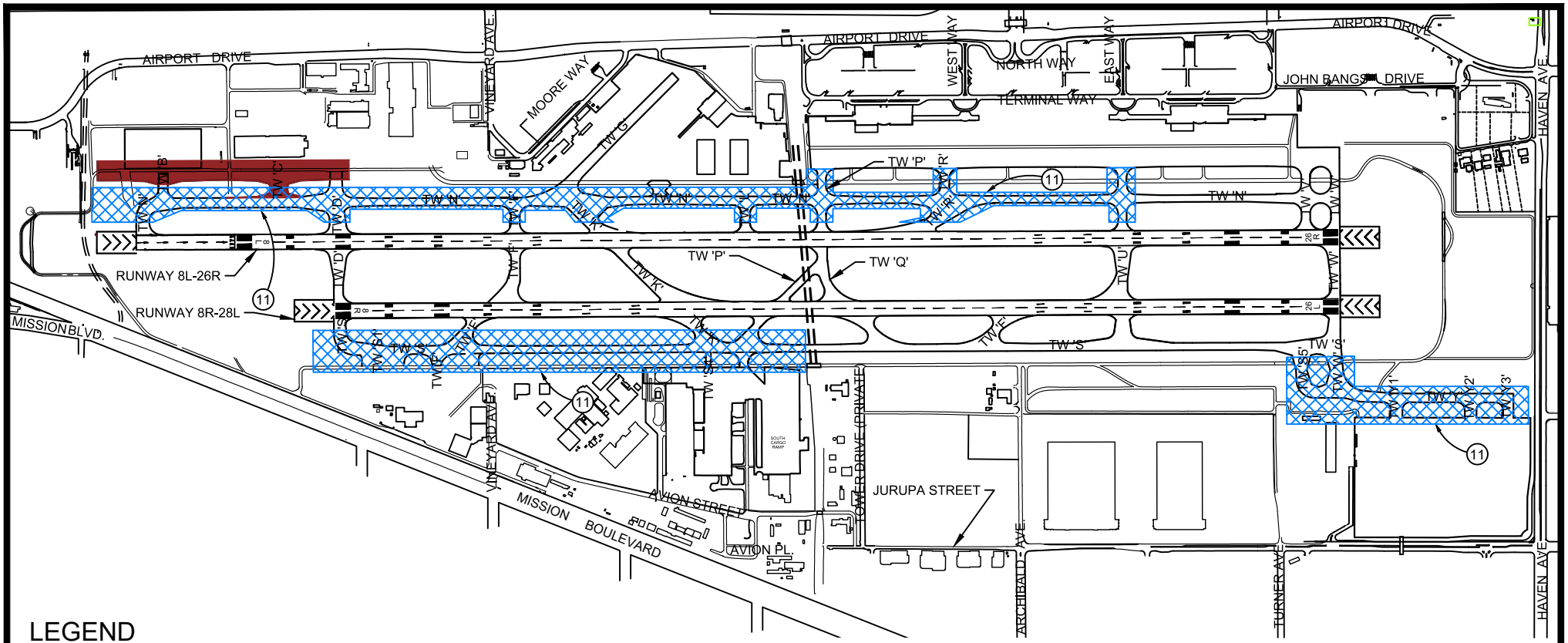
March 7, 2018

Land Title Status & Date of Exhibit "A" Status	Date
Airport owned.	August 24, 2016

Open AIP Funded Projects (include grant number and grant description)		Expected Close-out Date
3-06-0175-041-2018	1) Install RW 26R Lighting (Touchdown Zone) - Phase 1 (Design)	Q3 2021
3-06-0175-041-2018	2) Rehabilitate Taxiway S Phase 1: TW F to Channel (Design)	Q3 2021
3-06-0175-042-2018	1) Terminal 1 Gates 1-3 Apron and Taxilane 'G' Rehabilitation (Construction)	Q1 2020
3-06-0175-042-2018	2) South Cargo Ramp Rehabilitation (Construction)	Q1 2020
3-06-0175-044-2018	1) Development of Airport Pavement Management System	Q4 2020
3-06-0175-045-2019	1) Rehabilitate Taxiway S	Q3 2021
3-06-0175-045-2019	2) Runway 26R Lighting Installation	Q3 2021
3-06-0175-046-2019	1) Exhibit A Property Map, GIS Data Collection, Triggering Event Narrative Report and ALP	Q3 2021

Certification: To the best of my knowledge and belief, all information shown in the ACIP Data Sheet is true and correct and had been duly authorized by the Sponsor.

Michelle R. Brantley, Director of Planning	Michelle R. Brantley, Director of Planning
Name / Title of Authorized Representative (Print or Type)	Contact Name and Title (Print or Type)
Michelle R Brantley — January 30, 2020	(909) 544-5255
Signature — Date	Contact Phone (Print or Type)



LEGEND

(11) 2025-REHABILITATE RUNWAY 8L-26R LIGHTING AND TAXIWAY LIGHTING: PHASE 2

N

0 1500 3000

Mead & Hunt

ONT ONTARIO INTERNATIONAL AIRPORT

2025 ACIP

REHABILITATE RUNWAY 8L-26R
LIGHTING AND TAXIWAY
LIGHTING : PH 2

CHECKED:	CM	DATE	DRAWING NO.
DESIGNED:	SAS	JAN. 2020	11 OF 13
DRAWN:	ELH		

MH PROJECT NO.: 1512800-180958.01
X:\1512800\180958.01\TECH\ACIP\2020-2024\CAD\AIRPORT MAP ACIP_120619.DWG

Airport Name		Ontario International Airport	Fiscal Year 2025		12
Shown On ALP	**Project Type***	**Project Description**	**Federal Share**	**Local Share**	**Total**
Yes	D	Construct Taxiway A: Phase 2 (Non-AIP)			
		Design / Coordination / Administration (10%)	$0	$8,391,621	$8,391,621
		Construction	$0	$83,916,213	$83,916,213
		Construction Management / Inspection / Monitoring (12.5%)	$0	$10,489,527	$10,489,527
		TOTAL	$0	$102,797,360	$102,797,360

* D - Development; P - Planning; E - Environmental

PROVIDE THE FOLLOWING DETAILED INFORMATION FOR PROJECTS ANTICIPATED WITHIN 1-2 YEARS

Detail Project Description (Square/Lineal Footage or Length/Width)

NPS Purpose / Component / Type: **N/A** **NPR:** **N/A**
Overall Development Objective: **Construct Taxiway A**
Description:
The airport will construct the second phase of Taxiway 'A' , from 'Taxiway 'D' to 'F', using non-AIP funds. A future phase will include the extension to the Cucamonga channel.

Project Schedule (Anticipated date for bids or negotiated prices, consultant selection for planning or environmental projects, length of construction or design, planning or environmental process)

Grant Application	N/A	Grant Execution	N/A
Bid Opening	N/A	Construction Commencement	November 4, 2024
Grant Offer	N/A	Construction Completion	December 30, 2025
		Grant Closeout	N/A

NEPA Environmental Status (With grant application include copy of ROD, FONSI or CATEX letter of approval)

Pending application.

Date of Last ALP Approval Depicting Proposed Projects

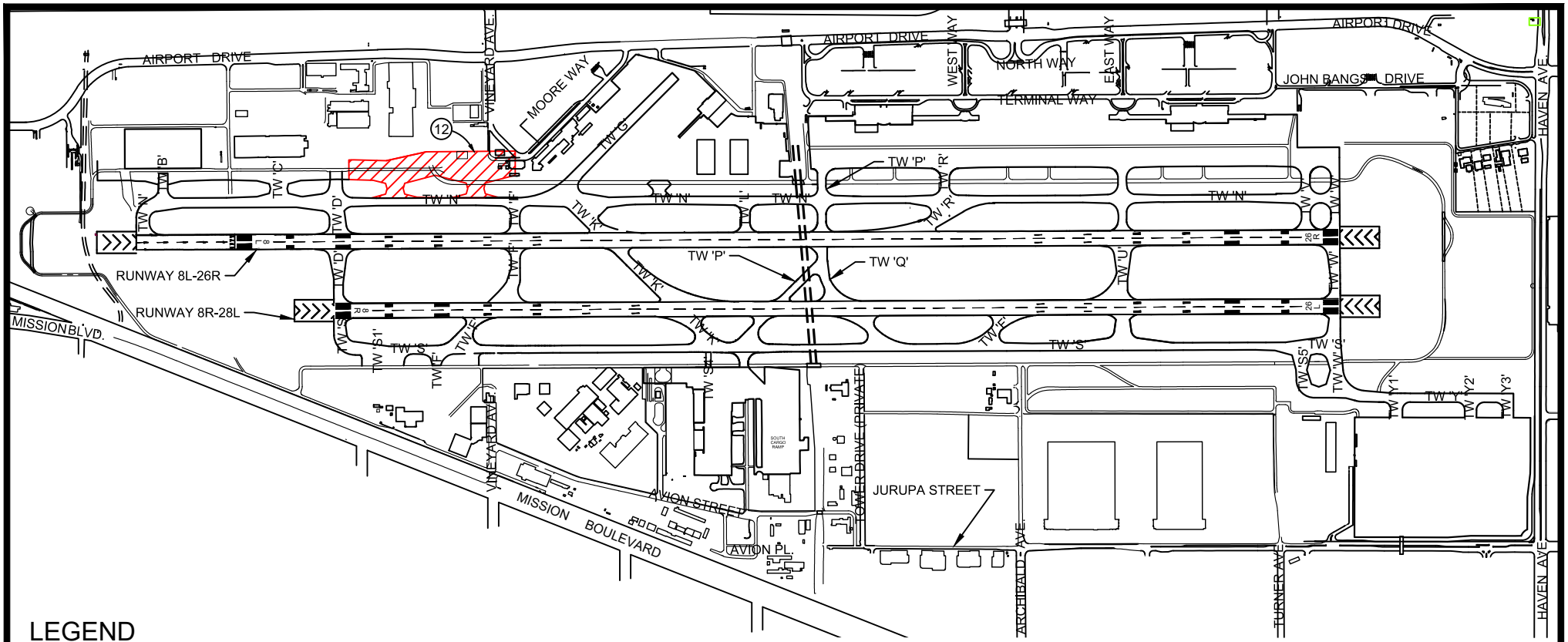
March 7, 2018

Land Title Status & Date of Exhibit "A" Status	Date
Airport owned.	August 24, 2016

Open AIP Funded Projects (include grant number and grant description)		Expected Close-out Date
3-06-0175-041-2018	1) Install RW 26R Lighting (Touchdown Zone) - Phase 1 (Design)	Q3 2021
3-06-0175-041-2018	2) Rehabilitate Taxiway S Phase 1: TW F to Channel (Design)	Q3 2021
3-06-0175-042-2018	1) Terminal 1 Gates 1-3 Apron and Taxilane 'G' Rehabilitation (Construction)	Q1 2020
3-06-0175-042-2018	2) South Cargo Ramp Rehabilitation (Construction)	Q1 2020
3-06-0175-044-2018	1) Development of Airport Pavement Management System	Q4 2020
3-06-0175-045-2019	1) Rehabilitate Taxiway S	Q3 2021
3-06-0175-045-2019	2) Runway 26R Lighting Installation	Q3 2021
3-06-0175-046-2019	1) Exhibit A Property Map, GIS Data Collection, Triggering Event Narrative Report and ALP	Q3 2021

Certification: To the best of my knowledge and belief, all information shown in the ACIP Data Sheet is true and correct and had been duly authorized by the Sponsor.

Michelle R. Brantley, Director of Planning		Michelle R. Brantley, Director of Planning
Name / Title of Authorized Representative (Print or Type)		Contact Name and Title (Print or Type)
Michelle R Brantley	January 30, 2020	(909) 544-5255
Signature	Date	Contact Phone (Print or Type)



LEGEND

(12) 2025-CONSTRUCT TAXIWAY A: PHASE 2 (NON-AIP)

N

0 1500 3000

Mead & Hunt

ONT ONTARIO INTERNATIONAL AIRPORT

2025 ACIP

CONSTRUCT TAXIWAY A: PHASE 2 (NON-AIP)

CHECKED:	CM	DATE	DRAWING NO.
DESIGNED:	SAS	JAN. 2020	12 OF 13
DRAWN:	ELH		

MH PROJECT NO.: 1512800-180958.01

X:\1512800\180958.01\TECH\ACIP\2020-2024\CAD\AIRPORT MAP ACIP_120619.DWG

Airport Name		Ontario International Airport	Fiscal Year 2026-2030		13
Shown On ALP	**Project Type***	**Project Description**	**Federal Share**	**Local Share**	**Total**
Yes	D	2026 - Rehabilitate Taxiway S Phase 2: Channel to Taxiway W	$35,574,750	$8,568,134	$44,142,884
Pending	D	2027 - Reconstruct Taxiway N East of U and Construct Taxiway V Extension to S5	$10,851,040	$2,613,459	$13,464,499
Pending	D	2028 - Construct Taxiway E	$15,772,751	$3,798,847	$19,571,598
Yes	D	2029 - Relocate Taxiway N1 and Rehabilitate Terminals 2, 3 and 4 Aprons Phase 1: Paving and Electrical Improvements	$5,232,274	$1,260,186	$6,492,460
Yes	D	2030 - Rehabilitate Taxiway S1 and F South of Taxiway S Within Movement Area	$2,628,245	$633,010	$3,261,255
		TOTAL	**$70,059,059**	**$16,873,636**	**$86,932,696**

* D - Development; P - Planning; E - Environmental

PROVIDE THE FOLLOWING DETAILED INFORMATION FOR PROJECTS ANTICIPATED WITHIN 1-2 YEARS

Detail Project Description (Square/Lineal Footage or Length/Width)

Overall Development Objective: **Future Projects, 2026-2030**

Description:

This sheet lists projects planned for 2026-2030 and their projected costs.

Project Schedule (Anticipated date for bids or negotiated prices, consultant selection for planning or environmental projects, length of construction or design, planning or environmental process)

Grant Application	N/A	Grant Execution	N/A
Bid Opening	N/A	Construction Commencement	N/A
Grant Offer	N/A	Construction Completion	N/A
		Grant Closeout	N/A

NEPA Environmental Status (With grant application include copy of ROD, FONSI or CATEX letter of approval)

Pending application.

Date of Last ALP Approval Depicting Proposed Projects

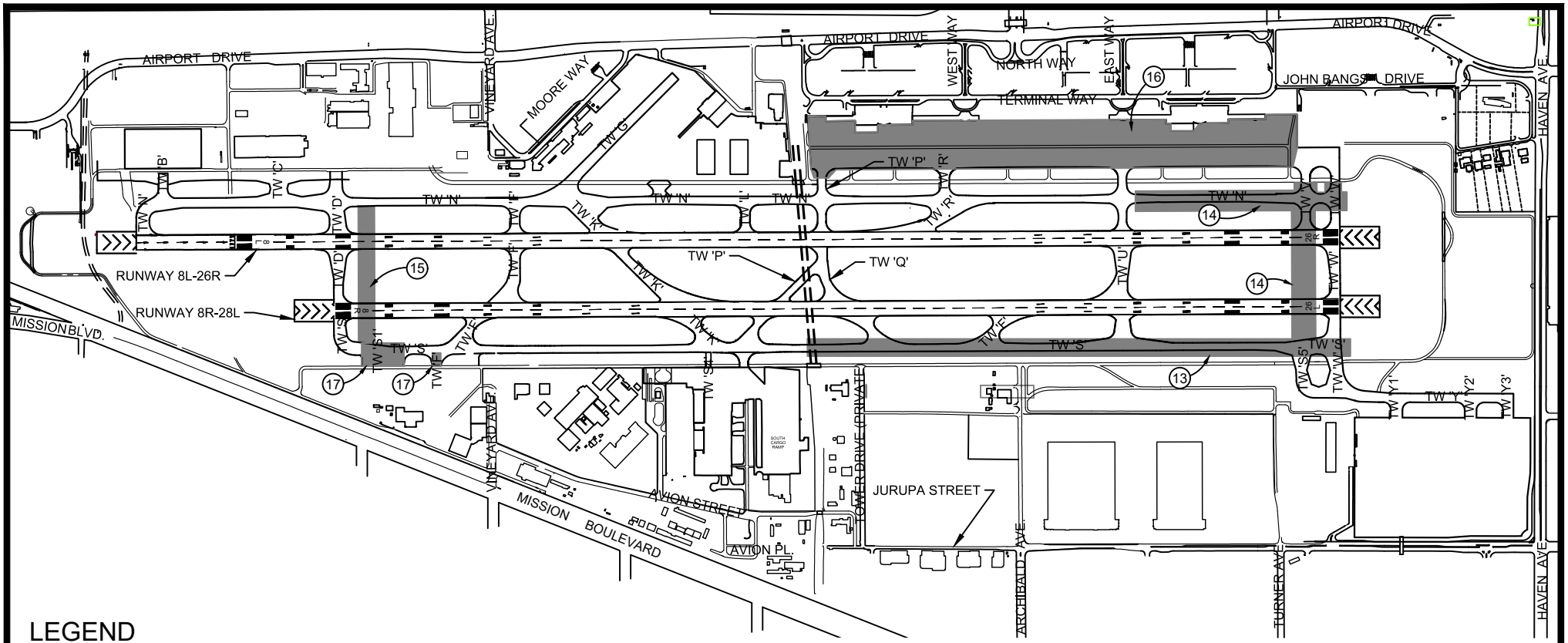
March 7, 2018

Land Title Status & Date of Exhibit "A" Status	Date
Airport owned.	August 24, 2016

Open AIP Funded Projects (include grant number and grant description)		Expected Close-out Date
3-06-0175-041-2018	1) Install RW 26R Lighting (Touchdown Zone) - Phase 1 (Design)	Q1 2020
3-06-0175-041-2018	2) Rehabilitate Taxiway S Phase 1: TW F to Channel (Design)	Q1 2020
3-06-0175-042-2018	1) Terminal 1 Gates 1-3 Apron and Taxilane 'G' Rehabilitation (Construction)	Q2 2020
3-06-0175-042-2018	2) South Cargo Ramp Rehabilitation (Construction)	Q2 2020
3-06-0175-044-2018	1) Development of Airport Pavement Management System	Q4 2021
3-06-0175-045-2019	1) Rehabilitate Taxiway S	Q3 2021
3-06-0175-045-2019	2) Runway 26R Lighting Installation	Q3 2021
3-06-0175-046-2019	1) Exhibit A Property Map, GIS Data Collection, Triggering Event Narrative Report and ALP	Q3 2021

Certification: To the best of my knowledge and belief, all information shown in the ACIP Data Sheet is true and correct and had been duly authorized by the Sponsor.

Michelle R. Brantley, Director of Planning		Michelle R. Brantley, Director of Planning
Name / Title of Authorized Representative (Print or Type)		Contact Name and Title (Print or Type)
Michelle R Brantley	January 30, 2020	(909) 544-5255
Signature	Date	Contact Phone (Print or Type)



LEGEND

13. 2026-REHABILITATE TAXIWAY S PHASE 2: CHANNEL TO TAXIWAY W
14. 2027-RECONSTRUCT TAXIWAY N EAST OF TAXIWAY U AND CONSTRUCT TAXIWAY V EXTENSION TO S5
15. 2028-CONSTRUCT TAXIWAY E
16. 2029-RELOCATE TAXIWAY N1 AND REHABILITATE TERMINALS 2, 3, AND 4 APRONS PHASE 1: PAVING AND ELECTRICAL IMPROVEMENTS
17. 2030-REHABILITATE TAXIWAY S1 AND F SOUTH OF TAXIWAY S WITHIN MOVEMENT AREA

N

0 1500 3000

Mead & Hunt

ONT ONTARIO INTERNATIONAL AIRPORT

2026-2030 ACIP
PROJECTS IN OUTLYING YEARS

CHECKED:	CM	DATE	DRAWING NO.
DESIGNED:	SAS	JAN. 2020	13 OF 13
DRAWN:	ELH		

MH PROJECT NO.: 1512800-180958.01
X:\1512800\180958.01\TECH\ACIP\2020-2024\CAD\AIRPORT MAP ACIP_120619.DWG

Appendix K-2

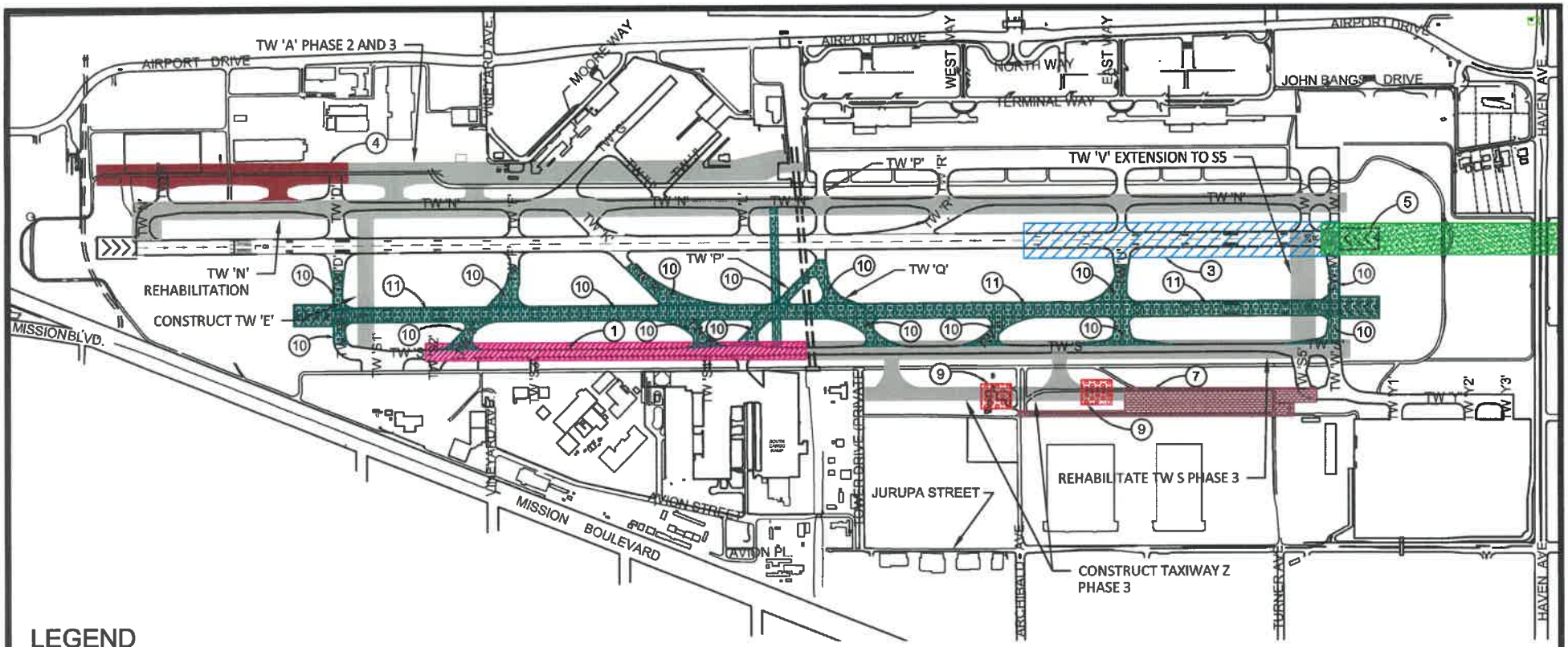
2019 Airport Capital Improvement Plan (ACIP)

U.S. Department of Transportation
Federal Aviation Administration

Airport Capital Improvement Plan (ACIP)

1. Airport:	2. State:	NPIAS No.:	4. LOCID:
Ontario International Airport (ONT)	California	06-0175	ONT

5. Project Description *(by Funding Year in Priority Order)*	Federal Funds	State Funds	LOCAL FUNDS		Total $	Environmental Impact	Start Date	Completion Date
			PFC	Other				
(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)
1: 2019 - Rehabilitate Taxiway S Phase 2: Taxiway F to Channel (Construction)	4,601			1,108	5,709	Cat-Ex	12/30/18	3/27/20
2: 2019 - Update ALP	782			188	970	N/A	12/30/18	12/30/19
3: 2019 - Install RW 26R Lighting (Touchdown Zone): Phase 2 (Construction)	2,017			486	2,503	Cat-Ex	12/30/18	6/30/20
SUBTOTAL (2019)	**7,400**			**1,782**	**9,183**			
4: 2020 - Construct Taxiway A: Phase 1 (Non-AIP)				30,625	30,625	Cat-Ex	Q1 2020	Q4 2021
5: 2020 - Upgrade Runway 26R ILS (Non-AIP)				6,003	6,003	Cat-Ex	Q1 2020	Q4 2020
6: 2020 - Defer Entitlements to FY 2022						N/A	N/A	N/A
7: 2020 - Construct Taxiway Z Phase 1: Construct Taxiway Z from RTR to Taxiway S5 and Construct Apron (Non-AIP)				41,650	41,650	Pending	6/1/20	12/30/21
8: 2021 - Defer Entitlements to FY 2022						N/A	N/A	N/A
9: 2021 - Construct Taxiway Z Phase 2: RTR and ASR Relocation (Non-AIP)				20,213	20,213	Pending	5/2/21	3/24/24
10: 2022 - Rehabilitate Runway 8R-26L and Connector Taxiways: Phase 1	69,166			16,659	85,825	Pending	12/30/21	5/1/23
11: 2023 - Rehabilitate Runway 8R-26L and Connector Taxiways: Phase 2	69,166			16,659	85,825	Pending	12/30/22	5/1/24
12: 2024 - Rehabilitate Runway 8L-26R Lighting, Taxiway Lighting, and Apron Lighting: Phase 1	5,923			1,427	7,350	Pending	12/30/23	5/1/25
SUBTOTAL (2020-2024)	**144,256**			**133,234**	**277,490**			
2025 - Rehabilitate Runway 8L-26R Lighting, Taxiway Lighting, and Apron Lighting: Phase 2	4,835			1,165	6,000			
2025 - Construct Taxiway Z Phase 3: Construct Taxiway Z from Tower Drive to RTR (Non-AIP)				48,000	48,000			
2026 - Rehabilitate Taxiway S Phase 3: Taxiway F to Taxiway W	9,671			2,329	12,000			
2026 - Construct Taxiway A: Phases 2 and 3 (Non-AIP)				70,000	70,000			
2027 - Construct Taxiway V Extension to S5	6,044			1,456	7,500			
2028 - Construct Taxiway E	12,089			2,912	15,000			
2029 - Rehabilitate Taxiway N and Connector Taxiways	20,148			4,853	25,000			
SUBTOTAL (2025-2029)	**52,786**			**130,714**	**183,500**			
TOTAL (2020-2029): DOES NOT INCLUDE 2019	**197,043**			**263,947**	**460,990**			

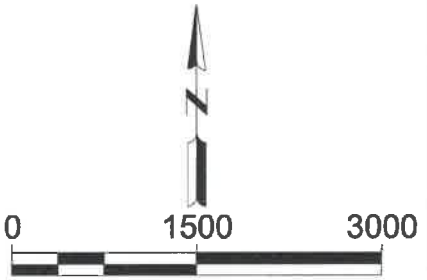


LEGEND

1. 2019-REHABILITATE TAXIWAY S PHASE 2: TAXIWAY F TO CHANNEL (CONSTRUCTION)
2. 2019-UPDATE ALP
3. 2019-INSTALL RW 26R LIGHTING (TOUCHDOWN ZONE): PHASE 2 (CONSTRUCTION)
4. 2020-CONSTRUCT TAXIWAY A: PHASE 1 (NON-AIP)
5. 2020-UPGRADE RUNWAY 26R ILS (NON-AIP)
6. 2020-DEFER ENTITLEMENTS TO FY 2022
7. 2020-CONSTRUCT TAXIWAY Z PHASE 1: CONSTRUCT TAXIWAY Z FROM RTR TO TAXIWAY S5 AND CONSTRUCT APRON (NON-AIP)
8. 2021-DEFER ENTITLEMENTS TO FY 2022
9. 2022-CONSTRUCT TAXIWAY Z PHASE 2: RTR & ASR RELOCATION (NON-AIP)
10. 2022-REHABILITATE RUNWAY 8R-26L AND CONNECTOR TAXIWAYS: PHASE 1
11. 2023-REHABILITATE RUNWAY 8R-26L AND CONNECTOR TAXIWAYS: PHASE 2
12. 2024-REHABILITATE RUNWAY 8L-26R LIGHTING, TAXIWAY LIGHTING, AND APRON LIGHTING: PHASE 1

PROJECTS IN OUTLYING YEARS:

2025-REHABILITATE RUNWAY 8L-26R LIGHTING, TAXIWAY LIGHTING, AND APRON LIGHTING: PHASE 2
2025-CONSTRUCT TAXIWAY Z PHASE 3: CONSTRUCT TAXIWAY Z FROM TOWER DRIVE TO RTR (NON-AIP)
2026-REHABILITATE TAXIWAY S PHASE 3: TAXIWAY F TO TAXIWAY W
2026-CONSTRUCT TAXIWAY A PHASES 2 & 3 (NON-AIP)
2027-CONSTRUCT TAXIWAY V EXTENSION TO S5
2028-CONSTRUCT TAXIWAY E
2029-REHABILITATE TAXIWAY N AND CONNECTOR TAXIWAYS



Mead & Hunt

ONT ONTARIO INTERNATIONAL AIRPORT

2019-2024 ACIP

OVERALL

CHECKED:	CJS	DATE	DRAWING NO.
DESIGNED:	SAS	JAN. 2019	0 OF 12
DRAWN:	ELH		
MH PROJECT NO.:	1512800-180958.01		
ONA PROJECT NO.:			

Airport Name		Ontario International Airport	Fiscal Year 2019		1
Shown On ALP	Project Type*	Project Description	Federal Share	Local Share	Total
Yes	D	Rehabilitate Taxiway S Phase 2: Taxiway F to Channel (Construction)			
		Design / Coordination / Administration (10%)	$0	$0	$0
		Construction	$4,089,943	$985,058	$5,075,000
		Construction Management / Inspection / Monitoring (12.5%)	$511,243	$123,132	$634,375
		TOTAL	$4,601,185	$1,108,190	$5,709,375

* D - Development; P - Planning; E - Environmental

PROVIDE THE FOLLOWING DETAILED INFORMATION FOR PROJECTS ANTICIPATED WITHIN 1-2 YEARS

Detail Project Description (Square/Lineal Footage or Length/Width)

NPS Purpose / Component / Type: **RE/TW/IM** **NPR: 68**
Overall Development Objective: **Rehabilitate Taxiway S**
Description:
Repair pavement and affected taxiway electrical systems. Project includes PCC panel repair/replacement, crack and spall repair, joint sealing, marking, centerline lighting repair, and stabilization of subgrade structure.

Phase 2, as shown here, is only for construction.
Phase 1 is the design grant (see below).

Approximate Area:
Project area includes 34,000 SY of pavement.

Project Schedule (Anticipated date for bids or negotiated prices, consultant selection for planning or environmental projects, length of construction or design, planning or environmental process)

Grant Application	December 30, 2018	Grant Execution	July 23, 2019
Bid Opening	May 1, 2019	Construction Commencement	September 2, 2019
Grant Offer	June 4, 2019	Construction Completion	March 27, 2020

NEPA Environmental Status (With grant application include copy of ROD, FONSI or CATEX letter of approval)

Project approved as Cat-Ex on March 21, 2018.

Date of Last ALP Approval Depicting Proposed Projects

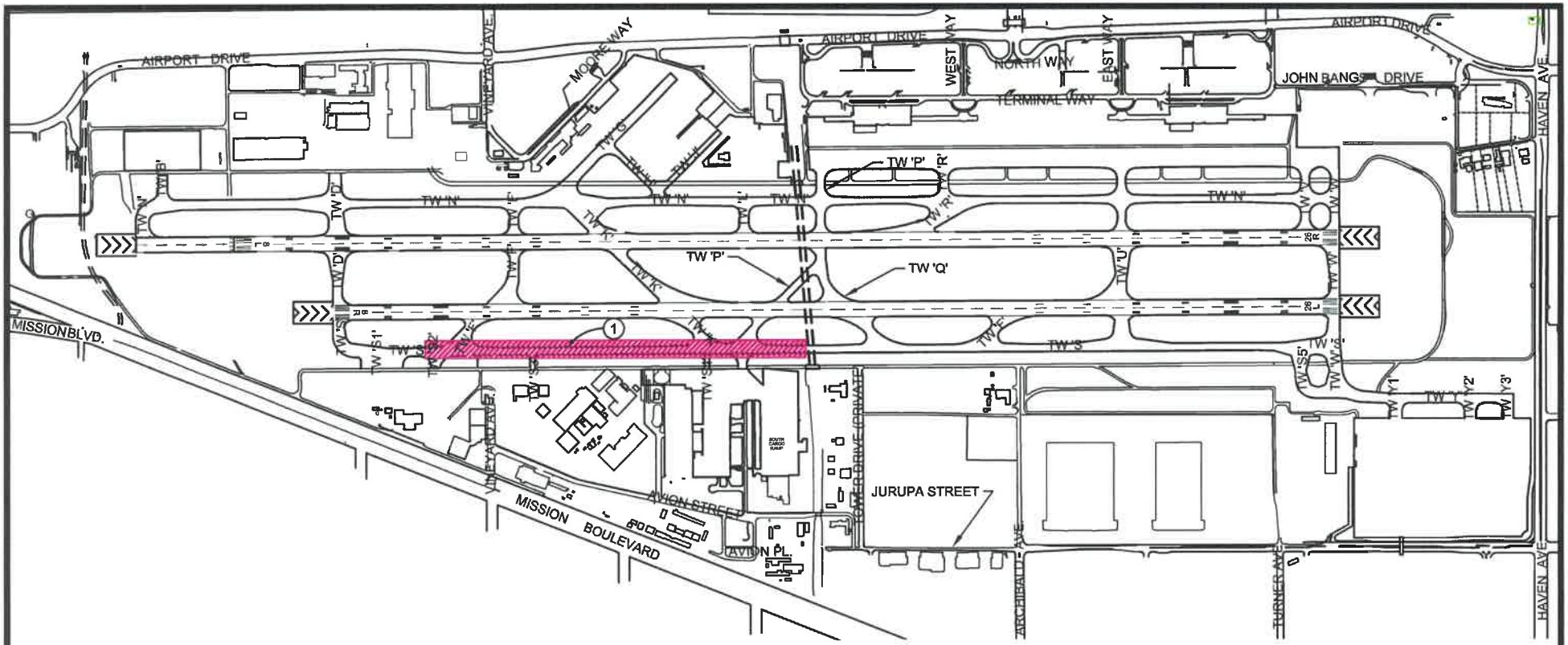
March 7, 2018

Land Title Status & Date of Exhibit "A" Status	Date
Airport owned.	August 24, 2016

Open AIP Funded Projects (include grant number and grant description)		Expected Close-out Date
3-06-0175-040-2017	1) Taxiway S-W Intersection Repair and Construct Taxiway 'S5' (Construction)	Q1 2019
3-06-0175-041-2018	1) Install RW 26R Lighting (Touchdown Zone) - Phase 1 (Design)	Q3 2019
3-06-0175-041-2018	2) Rehabilitate Taxiway S Phase 1: TW F to Channel (Design)	Q3 2019
3-06-0175-042-2018	1) Terminal 1 Gates 1-3 Apron and Taxilane 'G' Rehabilitation (Construction)	Q3 2019
3-06-0175-042-2018	2) South Cargo Ramp Rehabilitation (Construction)	Q2 2019
3-06-0175-044-2018	1) Development of Airport Pavement Management System	Q4 2019

Certification: To the best of my knowledge and belief, all information shown in the ACIP Data Sheet is true and correct and had been duly authorized by the Sponsor.

Keith Owens, Director of Program Management, OIAA	Keith Owens, Director of Program Management, OIAA
Name / Title of Authorized Representative (Print or Type)	Contact Name and Title (Print or Type)
Keith A Owens	(909) 544-5383
Signature	Date	Contact Phone (Print or Type)
	January 31, 2019	



LEGEND

① 2019-REHABILITATE TAXIWAY S PHASE 2: TAXIWAY F TO CHANNEL (CONSTRUCTION)

N

0 1500 3000

Mead & Hunt

ONT ONTARIO INTERNATIONAL AIRPORT

2019 ACIP

TW 'S' REHABILITATION PHASE 2

CHECKED:	CJS	DATE	DRAWING NO.
DESIGNED:	SAS	JAN. 2019	1 OF 12
DRAWN:	ELH		
MH PROJECT NO.:	1512800-180958.01		
OIAA PROJECT NO.:			

Airport Name		Ontario International Airport	Fiscal Year 2019		2
Shown On ALP	Project Type*	Project Description	Federal Share	Local Share	Total
Yes	P	Update ALP			
		Design / Coordination / Administration (10%)	$781,732	$188,279	$970,011
		TOTAL	$781,732	$188,279	$970,011

* D - Development; P - Planning; E - Environmental

PROVIDE THE FOLLOWING DETAILED INFORMATION FOR PROJECTS ANTICIPATED WITHIN 1-2 YEARS

Detail Project Description (Square/Lineal Footage or Length/Width)

NPS Purpose / Component / Type: **PL/PL/MA** **NPR: 68**
Overall Development Objective: **Stand-alone project**
Description:
Update ALP and Narrative Report with AGIS.

Project Schedule (Anticipated date for bids or negotiated prices, consultant selection for planning or environmental projects, length of construction or design, planning or environmental process)

Grant Application	December 30, 2018	Grant Execution	June 25, 2019
Bid Opening	N/A	Planning Commencement	August 1, 2019
Grant Offer	June 14, 2019	Planning Completion	December 30, 2019

NEPA Environmental Status (With grant application include copy of ROD, FONSI or CATEX letter of approval)

N/A

Date of Last ALP Approval Depicting Proposed Projects

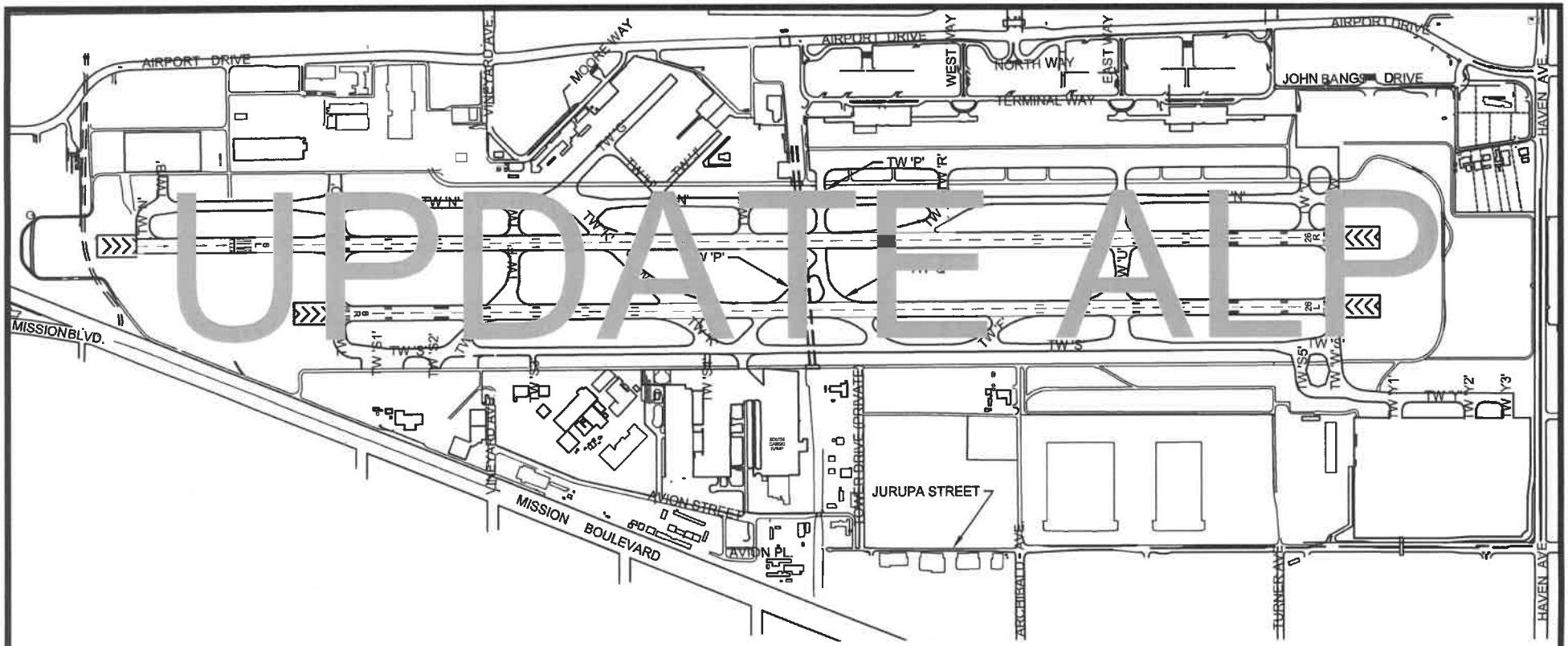
N/A - Last ALP update March 7, 2018.

Land Title Status & Date of Exhibit "A" Status	Date
Airport owned.	August 24, 2016

Open AIP Funded Projects (include grant number and grant description)		Expected Close-out Date
3-06-0175-040-2017	1) Taxiway S-W Intersection Repair and Construct Taxiway 'S5' (Construction)	Q1 2019
3-06-0175-041-2018	1) Install RW 26R Lighting (Touchdown Zone) - Phase 1 (Design)	Q3 2019
3-06-0175-041-2018	2) Rehabilitate Taxiway S Phase 1: TW F to Channel (Design)	Q3 2019
3-06-0175-042-2018	1) Terminal 1 Gates 1-3 Apron and Taxilane 'G' Rehabilitation (Construction)	Q3 2019
3-06-0175-042-2018	2) South Cargo Ramp Rehabilitation (Construction)	Q2 2019
3-06-0175-044-2018	1) Development of Airport Pavement Management System	Q4 2019

Certification: To the best of my knowledge and belief, all information shown in the ACIP Data Sheet is true and correct and had been duly authorized by the Sponsor.

Keith Owens, Director of Program Management, OIAA	Keith Owens, Director of Program Management, OIAA
Name / Title of Authorized Representative (Print or Type)	Contact Name and Title (Print or Type)
Keith A Owens	(909) 544-5383
Signature — January 31, 2019 Date	Contact Phone (Print or Type)



LEGEND

② 2019-UPDATE ALP

0 1500 3000

Mead & Hunt

ONT ONTARIO INTERNATIONAL AIRPORT

2019 ACIP

UPDATE ALP

CHECKED:	CJS	DATE	DRAWING NO.
DESIGNED:	SAS	JAN. 2019	2 OF 12
DRAWN:	ELH		
MH PROJECT NO.:	1512800-180958.01		
ONA PROJECT NO.:			

Airport Name		Ontario International Airport	Fiscal Year 2019		3
Shown On ALP	Project Type*	Project Description	Federal Share	Local Share	Total
Yes	D	Install RW 26R Lighting (Touchdown Zone): Phase 2 (Construction)			
		Design / Coordination / Administration (10%)	$0	$0	$0
		Construction	$1,793,128	$431,873	$2,225,000
		Construction Management / Inspection / Monitoring (12.5%)	$224,141	$53,984	$278,125
		TOTAL	$2,017,268	$485,857	$2,503,125

* D - Development; P - Planning; E - Environmental

PROVIDE THE FOLLOWING DETAILED INFORMATION FOR PROJECTS ANTICIPATED WITHIN 1-2 YEARS

Detail Project Description (Square/Lineal Footage or Length/Width)

NPS Purpose / Component / Type: **ST/RW/LI** **NPR: 50**
Overall Development Objective: **Stand-alone Project**
Description:
Project is the construction of touchdown zone lighting on Runway 26R. The project will require 180 in-pavement L-868 lights and cans, electrical homeruns with new conductor and new conduit, new Constant Current Regulator (CCR), and corresponding ALCMS upgrades to handle the new circuit.

Phase 2, as shown here, is only for construction.
Phase 1 is the design grant (see below).

This project, along with the ILS upgrade next year, allows RW 8L-26R to be upgraded to a CAT-III to enable the RW 8R-26L Rehbilitation Project in 2022.

Project Schedule (Anticipated date for bids or negotiated prices, consultant selection for planning or environmental projects, length of construction or design, planning or environmental process)

Grant Application	December 30, 2018	Grant Execution	July 23, 2019
Bid Opening	May 1, 2019	Construction Commencement	December 30, 2019
Grant Offer	June 14, 2019	Construction Completion	June 30, 2020

NEPA Environmental Status (With grant application include copy of ROD, FONSI or CATEX letter of approval)

Project approved as Cat-Ex on March 21, 2018.

Date of Last ALP Approval Depicting Proposed Projects

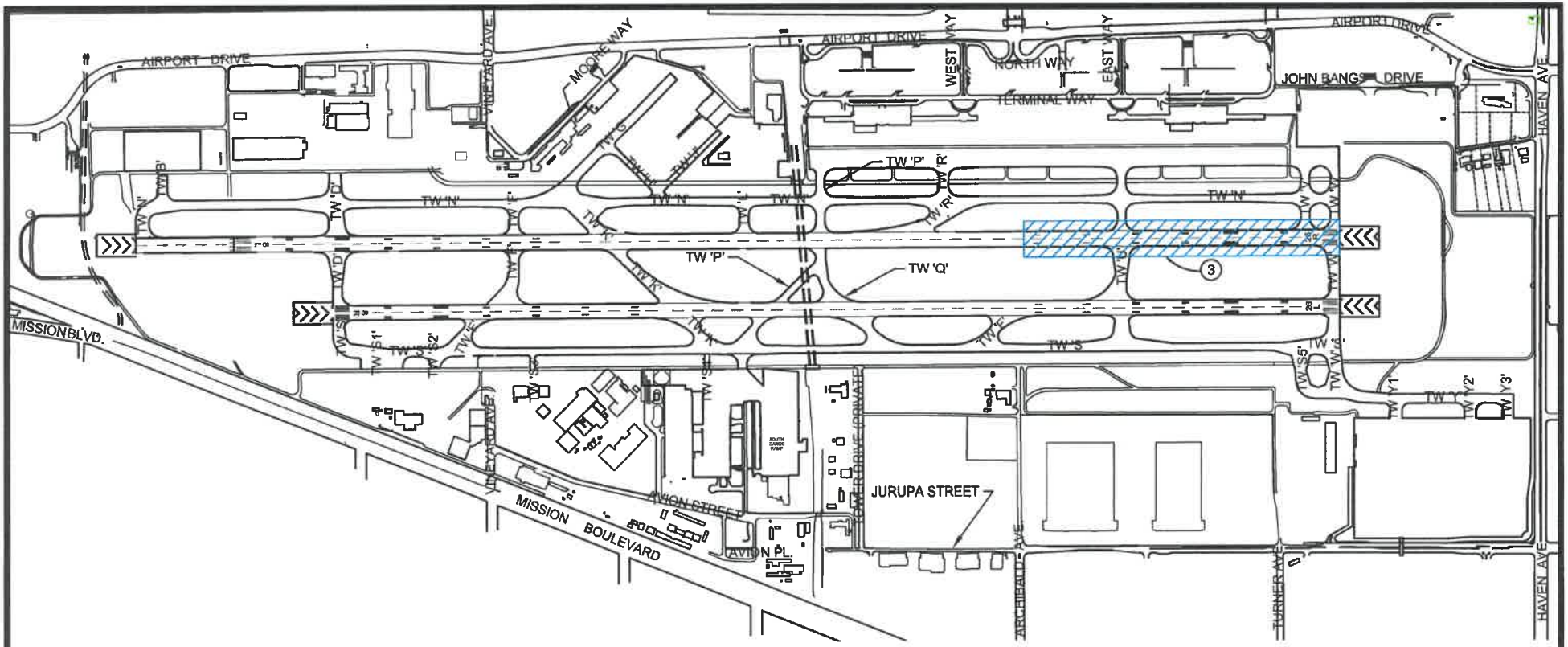
March 7, 2018

Land Title Status & Date of Exhibit "A" Status	Date
Airport owned.	August 24, 2016

Open AIP Funded Projects (include grant number and grant description)		Expected Close-out Date
3-06-0175-040-2017	1) Taxiway S-W Intersection Repair and Construct Taxiway 'S5' (Construction)	Q1 2019
3-06-0175-041-2018	1) Install RW 26R Lighting (Touchdown Zone) - Phase 1 (Design)	Q3 2019
3-06-0175-041-2018	2) Rehabilitate Taxiway S Phase 1: TW F to Channel (Design)	Q3 2019
3-06-0175-042-2018	1) Terminal 1 Gates 1-3 Apron and Taxilane 'G' Rehabilitation (Construction)	Q3 2019
3-06-0175-042-2018	2) South Cargo Ramp Rehabilitation (Construction)	Q2 2019
3-06-0175-044-2018	1) Development of Airport Pavement Management System	Q4 2019

Certification: To the best of my knowledge and belief, all information shown in the ACIP Data Sheet is true and correct and had been duly authorized by the Sponsor.

Keith Owens, Director of Program Management, OIAA	Keith Owens, Director of Program Management, OIAA
Name / Title of Authorized Representative (Print or Type)	Contact Name and Title (Print or Type)
Keith A Owens	(909) 544-5383
Signature — January 31, 2019 Date	Contact Phone (Print or Type)



LEGEND

③ 2019-INSTALL RW 26R LIGHTING (TOUCHDOWN ZONE): PHASE 2 (CONSTRUCTION)

N

0 1500 3000

Mead & Hunt

ONT ONTARIO INTERNATIONAL AIRPORT

2019 ACIP
RUNWAY 26R TDZ LIGHTING (TOUCHDOWN ZONE)

CHECKED:	CJS	DATE	DRAWING NO.
DESIGNED:	SAS	JAN. 2019	3 OF 12
DRAWN:	ELH		

M+H PROJECT NO.: 1512800-180958.01

ONA PROJECT NO.:

Airport Name		Ontario International Airport	Fiscal Year 2020		4
Shown On ALP	Project Type*	Project Description	Federal Share	Local Share	Total
Yes	D	Construct Taxiway A: Phase 1 (Non-AIP)			
		Design / Coordination / Administration (10%)	$0	$2,500,000	$2,500,000
		Construction	$0	$25,000,000	$25,000,000
		Construction Management / Inspection / Monitoring (12.5%)	$0	$3,125,000	$3,125,000
		TOTAL	$0	$30,625,000	$30,625,000

* D - Development; P - Planning; E - Environmental

PROVIDE THE FOLLOWING DETAILED INFORMATION FOR PROJECTS ANTICIPATED WITHIN 1-2 YEARS

Detail Project Description (Square/Lineal Footage or Length/Width)

NPS Purpose / Component / Type: **CA/TW/CO** **NPR: 61**
Overall Development Objective: **Construct Taxiway A**
Description:
Project is the construction of a parallel taxiway that runs east-west. Taxiway 'A' will eventually connect to Taxiway 'N1'. The project consists of building and pavement demolition, new pavement, airfield, lighting, airfield signage, grading, pavement markings, and utility relocations.

Approximate Area:
Project includes 63,200 SY of paving.

Project Schedule (Anticipated date for bids or negotiated prices, consultant selection for planning or environmental projects, length of construction or design, planning or environmental process)

Grant Application	N/A	Grant Execution	N/A
Bid Opening	N/A	Construction Commencement	Q1 2020
Grant Offer	N/A	Construction Completion	Q4 2021

NEPA Environmental Status (With grant application include copy of ROD, FONSI or CATEX letter of approval)

Project approved as Cat-Ex on November 6, 2018.

Date of Last ALP Approval Depicting Proposed Projects

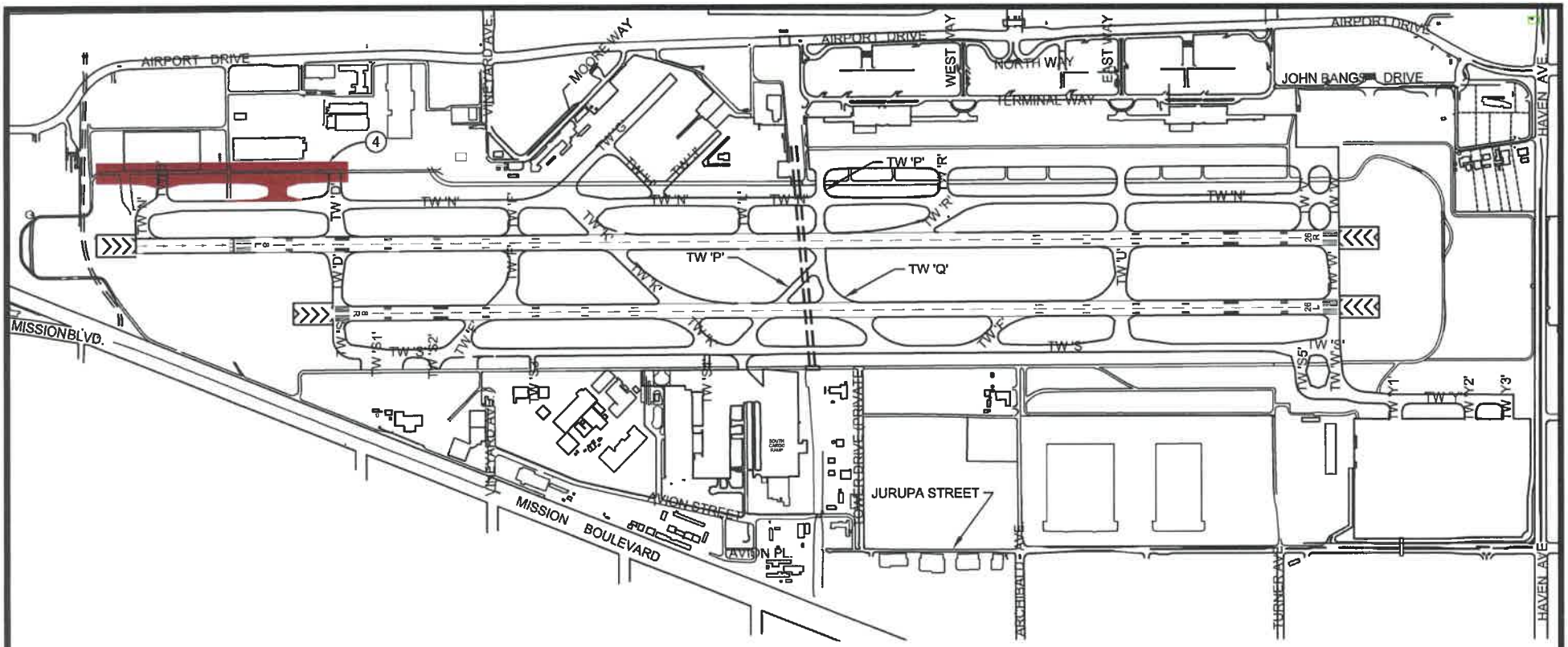
March 7, 2018

Land Title Status & Date of Exhibit "A" Status	Date
Airport owned.	August 24, 2016

Open AIP Funded Projects (include grant number and grant description)		Expected Close-out Date
3-06-0175-040-2017	1) Taxiway S-W Intersection Repair and Construct Taxiway 'S5' (Construction)	Q1 2019
3-06-0175-041-2018	1) Install RW 26R Lighting (Touchdown Zone) - Phase 1 (Design)	Q3 2019
3-06-0175-041-2018	2) Rehabilitate Taxiway S Phase 1: TW F to Channel (Design)	Q3 2019
3-06-0175-042-2018	1) Terminal 1 Gates 1-3 Apron and Taxilane 'G' Rehabilitation (Construction)	Q3 2019
3-06-0175-042-2018	2) South Cargo Ramp Rehabilitation (Construction)	Q2 2019
3-06-0175-044-2018	1) Development of Airport Pavement Management System	Q4 2019

Certification: To the best of my knowledge and belief, all information shown in the ACIP Data Sheet is true and correct and had been duly authorized by the Sponsor.

Keith Owens, Director of Program Management, OIAA	Keith Owens, Director of Program Management, OIAA
Name / Title of Authorized Representative (Print or Type)	Contact Name and Title (Print or Type)
Keith A Owens January 31, 2019	(909) 544-5383
Signature Date	Contact Phone (Print or Type)



LEGEND

④ 2020-CONSTRUCT TAXIWAY A: PHASE 1 (NON-AIP)

N

0 1500 3000

Mead & Hunt

ONT ONTARIO INTERNATIONAL AIRPORT

2020 ACIP

CONSTRUCT TW 'A' PHASE 1

CHECKED:	CJS	DATE	DRAWING NO.
DESIGNED:	SAS	JAN. 2019	4 OF 12
DRAWN:	ELH		
MH PROJECT NO.:	1512800-180958.01		
ONA PROJECT NO.:			

Airport Name		Ontario International Airport	Fiscal Year 2020		5
Shown On ALP	Project Type*	Project Description	Federal Share	Local Share	Total
Yes	D	Upgrade Runway 26R ILS (Non-AIP)			
		Design / Coordination / Administration (10%)	$0	$490,000	$490,000
		Construction	$0	$4,900,000	$4,900,000
		Construction Management / Inspection / Monitoring (12.5%)	$0	$612,500	$612,500
		TOTAL	$0	$6,002,500	$6,002,500

* D - Development; P - Planning; E - Environmental

PROVIDE THE FOLLOWING DETAILED INFORMATION FOR PROJECTS ANTICIPATED WITHIN 1-2 YEARS

Detail Project Description (Square/Lineal Footage or Length/Width)

NPS Purpose / Component / Type: **N/A** **NPR: N/A**
Overall Development Objective: **Stand-alone project**
Description:
Install ALSF-II approach lighting system to Runway 26R. Includes installation of one (1) Runway Visual Range and back-up engine generator, with upgrades to glideslope and localizer array. Development of a Reimburable Agreement for this project is underway.

This project, along with the TDZ lighting upgrades in the previous year, allows RW 8L-26R to be upgraded to a CAT-III to enable the RW 8R-26L Rehbilitation Project in 2022.

Project Schedule (Anticipated date for bids or negotiated prices, consultant selection for planning or environmental projects, length of construction or design, planning or environmental process)

Grant Application	N/A	Grant Execution	N/A
Bid Opening	N/A	Construction Commencement	Q1 2020
Grant Offer	N/A	Construction Completion	Q4 2020

NEPA Environmental Status (With grant application include copy of ROD, FONSI or CATEX letter of approval)

Cat-Ex expected by December 2019.

Date of Last ALP Approval Depicting Proposed Projects

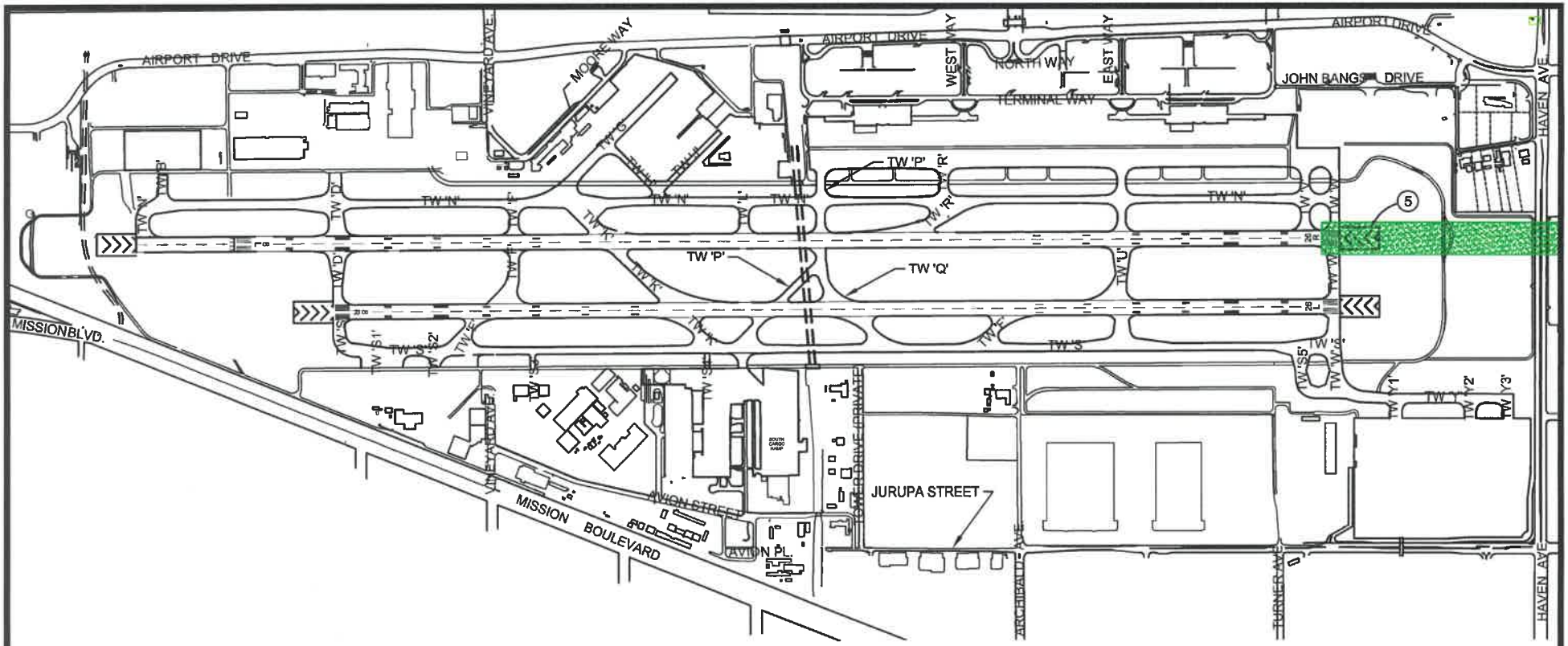
In Progress - Expected December 2019.

Land Title Status & Date of Exhibit "A" Status	Date
Airport owned.	August 24, 2016

Open AIP Funded Projects (include grant number and grant description)		Expected Close-out Date
3-06-0175-040-2017	1) Taxiway S-W Intersection Repair and Construct Taxiway 'S5' (Construction)	Q1 2019
3-06-0175-041-2018	1) Install RW 26R Lighting (Touchdown Zone) - Phase 1 (Design)	Q3 2019
3-06-0175-041-2018	2) Rehabilitate Taxiway S Phase 1: TW F to Channel (Design)	Q3 2019
3-06-0175-042-2018	1) Terminal 1 Gates 1-3 Apron and Taxilane 'G' Rehabilitation (Construction)	Q3 2019
3-06-0175-042-2018	2) South Cargo Ramp Rehabilitation (Construction)	Q2 2019
3-06-0175-044-2018	1) Development of Airport Pavement Management System	Q4 2019

Certification: To the best of my knowledge and belief, all information shown in the ACIP Data Sheet is true and correct and had been duly authorized by the Sponsor.

Keith Owens, Director of Program Management, OIAA	Keith Owens, Director of Program Management, OIAA
Name / Title of Authorized Representative (Print or Type)	Contact Name and Title (Print or Type)
Keith A Owens January 31, 2019	(909) 544-5383
Signature Date	Contact Phone (Print or Type)



LEGEND

⑤ 2020-UPGRADE RUNWAY 26R ILS (NON-AIP)

N

0 1500 3000

Mead & Hunt

ONT ONTARIO INTERNATIONAL AIRPORT

2020 ACIP

UPGRADE RW 26R ILS

CHECKED:	CJS	DATE	DRAWING NO.
DESIGNED:	SAS	JAN. 2019	5 OF 12
DRAWN:	ELH		

MH PROJECT NO.: 1512800-180958.01

OIAA PROJECT NO.:

Airport Name		Ontario International Airport	Fiscal Year 2020		6
Shown On ALP	Project Type*	Project Description	Federal Share	Local Share	Total
Yes	N/A	Defer Entitlements to FY 2022			
		Design / Coordination / Administration (10%)	$0	$0	$0
		Construction	$0	$0	$0
		Construction Management / Inspection / Monitoring (12.5%)	$0	$0	$0
		TOTAL	$0	$0	$0

* D - Development; P - Planning; E - Environmental

PROVIDE THE FOLLOWING DETAILED INFORMATION FOR PROJECTS ANTICIPATED WITHIN 1-2 YEARS

Detail Project Description (Square/Lineal Footage or Length/Width)

NPS Purpose / Component / Type: **N/A** **NPR: N/A**
Overall Development Objective: **N/A**
Description:
Defer entitlements - NO PROJECT

Project Schedule (Anticipated date for bids or negotiated prices, consultant selection for planning or environmental projects, length of construction or design, planning or environmental process)

Grant Application	N/A	Grant Execution	N/A
Bid Opening	N/A	Construction Commencement	N/A
Grant Offer	N/A	Construction Completion	N/A

NEPA Environmental Status (With grant application include copy of ROD, FONSI or CATEX letter of approval)

N/A

Date of Last ALP Approval Depicting Proposed Projects

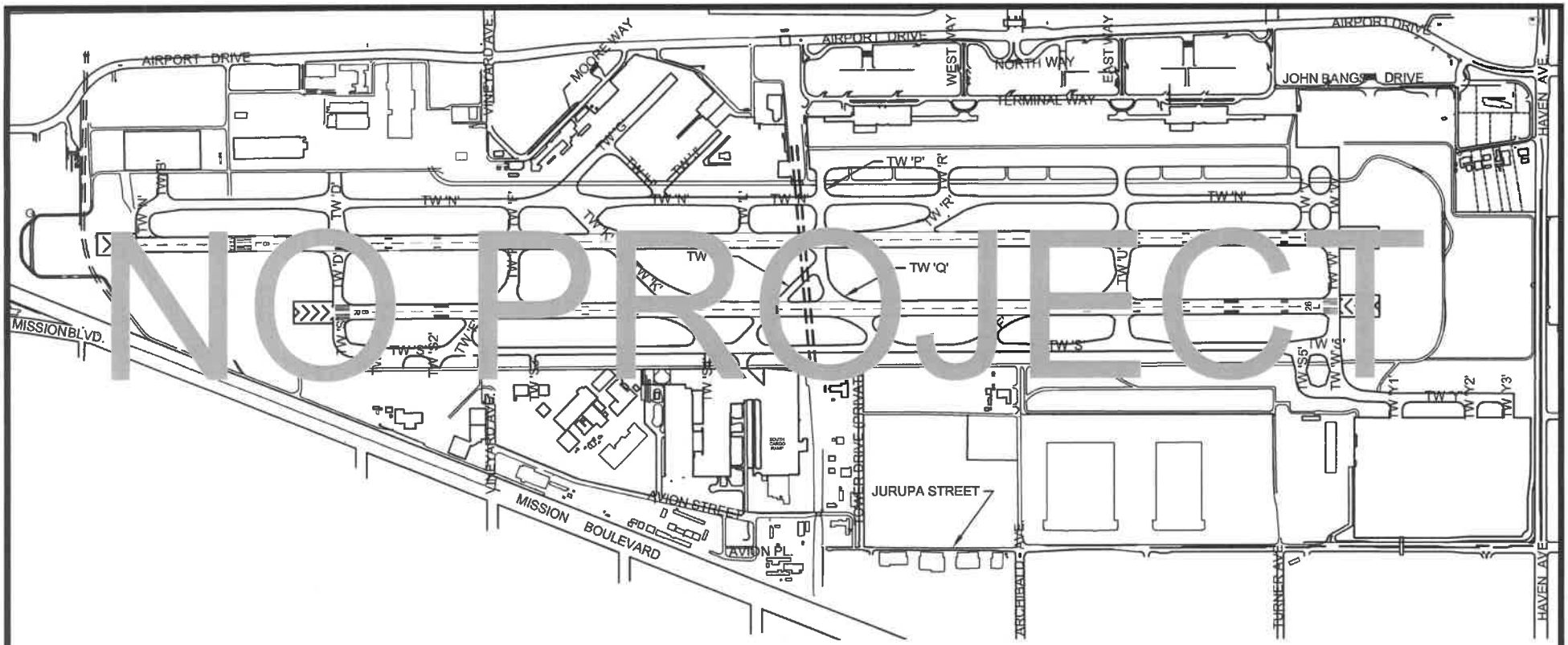
N/A

Land Title Status & Date of Exhibit "A" Status	Date
Airport owned.	August 24, 2016

Open AIP Funded Projects (include grant number and grant description)		Expected Close-out Date
3-06-0175-040-2017	1) Taxiway S-W Intersection Repair and Construct Taxiway 'S5' (Construction)	Q1 2019
3-06-0175-041-2018	1) Install RW 26R Lighting (Touchdown Zone) - Phase 1 (Design)	Q3 2019
3-06-0175-041-2018	2) Rehabilitate Taxiway S Phase 1: TW F to Channel (Design)	Q3 2019
3-06-0175-042-2018	1) Terminal 1 Gates 1-3 Apron and Taxilane 'G' Rehabilitation (Construction)	Q3 2019
3-06-0175-042-2018	2) South Cargo Ramp Rehabilitation (Construction)	Q2 2019
3-06-0175-044-2018	1) Development of Airport Pavement Management System	Q4 2019

Certification: To the best of my knowledge and belief, all information shown in the ACIP Data Sheet is true and correct and had been duly authorized by the Sponsor.

Keith Owens, Director of Program Management, OIAA	Keith Owens, Director of Program Management, OIAA
Name / Title of Authorized Representative (Print or Type)	Contact Name and Title (Print or Type)
Keith L Owens — January 31, 2019	(909) 544-5383
Signature — Date	Contact Phone (Print or Type)



LEGEND

⑥ 2020-DEFER ENTITLEMENTS TO FY 2022

0 1500 3000

Mead & Hunt

ONT ONTARIO INTERNATIONAL AIRPORT

2020 ACIP

NO PROJECT

CHECKED:	CJS	DATE	DRAWING NO.
DESIGNED:	SAS	JAN. 2019	6 OF 12
DRAWN:	ELH		
MH PROJECT NO.:	1512600-180958.01		
OIAA PROJECT NO.:			

Airport Name		Ontario International Airport	Fiscal Year 2020		7
Shown On ALP	Project Type*	Project Description	Federal Share	Local Share	Total
Yes	D	Construct Taxiway Z Phase 1: Construct Taxiway Z from RTR to Taxiway S5 and Construct Apron (Non-AIP)			
		Design / Coordination / Administration (10%)	$0	$3,400,000	$3,400,000
		Construction	$0	$34,000,000	$34,000,000
		Construction Management / Inspection / Monitoring (12.5%)	$0	$4,250,000	$4,250,000
		TOTAL	$0	$41,650,000	$41,650,000

* D - Development; P - Planning; E - Environmental

PROVIDE THE FOLLOWING DETAILED INFORMATION FOR PROJECTS ANTICIPATED WITHIN 1-2 YEARS

Detail Project Description (Square/Lineal Footage or Length/Width)

NPS Purpose / Component / Type: **CA/TW/CO** **NPR: 61**
Overall Development Objective: **Construct Taxiway Z**
Description:
Taxiway 'Z' will serve as a parallel taxiway to Taxiway 'S'. Project will require grading, paving, lighting, signage, marking and utility reconstruction, as well as a new apron for aircraft parking.

Approximate Area:
Project includes 60,000 SY of paving.

Project Schedule (Anticipated date for bids or negotiated prices, consultant selection for planning or environmental projects, length of construction or design, planning or environmental process)

Grant Application	N/A	Grant Execution	N/A
Bid Opening	May 1, 2020	Construction Commencement	June 1, 2020
Grant Offer	N/A	Construction Completion	December 30, 2021

NEPA Environmental Status (With grant application include copy of ROD, FONSI or CATEX letter of approval)

Pending application.

Date of Last ALP Approval Depicting Proposed Projects

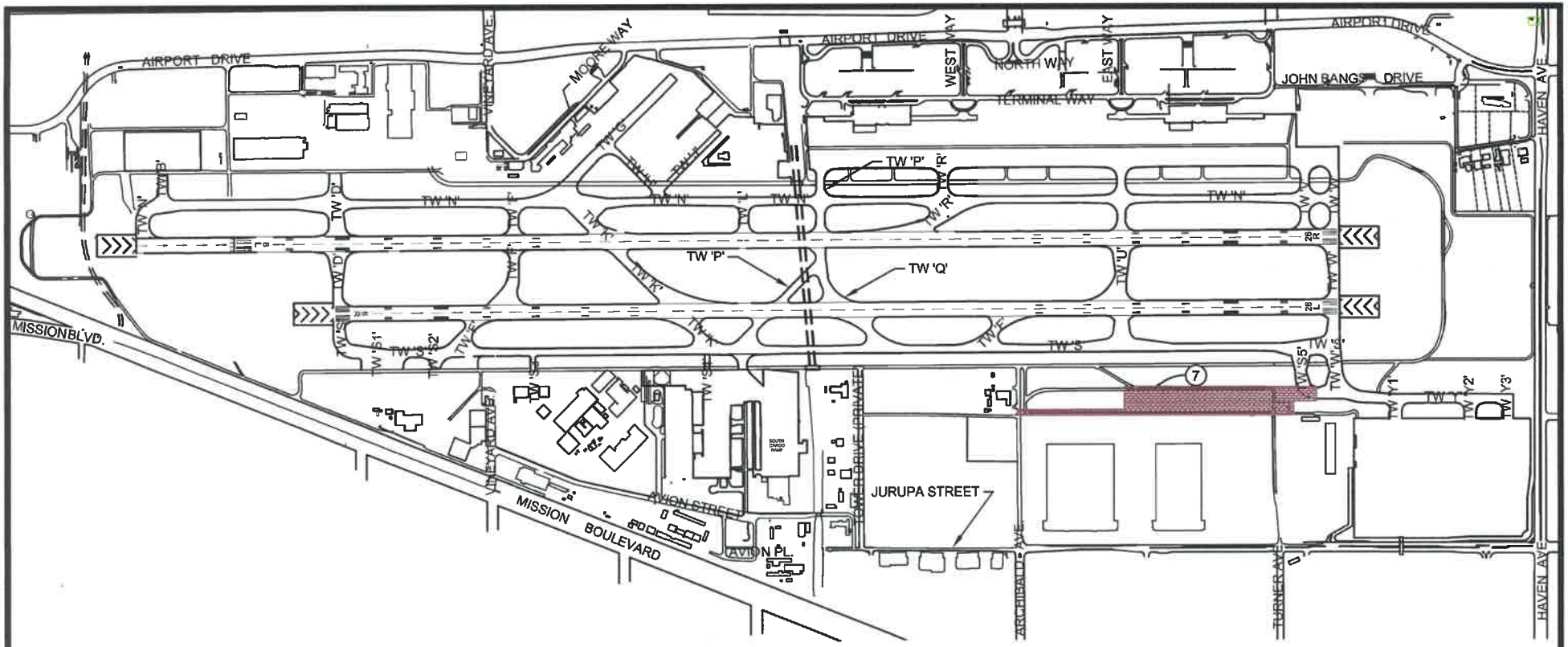
In Progress - Expected December 2019

Land Title Status & Date of Exhibit "A" Status	Date
Airport owned	August 24, 2016

Open AIP Funded Projects (include grant number and grant description)		Expected Close-out Date
3-06-0175-040-2017	1) Taxiway S-W Intersection Repair and Construct Taxiway 'S5' (Construction)	Q1 2019
3-06-0175-041-2018	1) Install RW 26R Lighting (Touchdown Zone) - Phase 1 (Design)	Q3 2019
3-06-0175-041-2018	2) Rehabilitate Taxiway S Phase 1: TW F to Channel (Design)	Q3 2019
3-06-0175-042-2018	1) Terminal 1 Gates 1-3 Apron and Taxilane 'G' Rehabilitation (Construction)	Q3 2019
3-06-0175-042-2018	2) South Cargo Ramp Rehabilitation (Construction)	Q2 2019
3-06-0175-044-2018	1) Development of Airport Pavement Management System	Q4 2019

Certification: To the best of my knowledge and belief, all information shown in the ACIP Data Sheet is true and correct and had been duly authorized by the Sponsor.

Keith Owens, Director of Program Management, OIAA	Keith Owens, Director of Program Management, OIAA
Name / Title of Authorized Representative (Print or Type)	Contact Name and Title (Print or Type)
Keith A Owens	(909) 544-5383
Signature — January 31, 2019 Date	Contact Phone (Print or Type)



LEGEND

0 1500 3000

⑦ 2020-CONSTRUCT TAXIWAY Z PHASE 1: CONSTRUCT TAXIWAY Z FROM RTR TO TAXIWAY S5 AND CONSTRUCT APRON (NON-AIP)

Mead & Hunt

ONT ONTARIO INTERNATIONAL AIRPORT

2020 ACIP

CONSTRUCT TW Z PHASE 1

CHECKED:	CJS	DATE	DRAWING NO.
DESIGNED:	SAS	JAN. 2019	7 OF 12
DRAWN:	ELH		

MH PROJECT NO.: 1512800-180958.01

OAA PROJECT NO.:

Airport Name		Ontario International Airport	Fiscal Year 2021		
Shown On ALP	Project Type*	Project Description	Federal Share	Local Share	Total
Yes	N/A	Defer Entitlements to FY 2022			
		Design / Coordination / Administration (10%)	$0	$0	$0
		Construction	$0	$0	$0
		Construction Management / Inspection / Monitoring (12.5%)	$0	$0	$0
		TOTAL	$0	$0	$0

* D - Development; P - Planning; E - Environmental

PROVIDE THE FOLLOWING DETAILED INFORMATION FOR PROJECTS ANTICIPATED WITHIN 1-2 YEARS

Detail Project Description (Square/Lineal Footage or Length/Width)

NPS Purpose / Component / Type: **N/A** **NPR: N/A**
Overall Development Objective: **N/A**
Description:
Defer entitlements - NO PROJECT

Project Schedule (Anticipated date for bids or negotiated prices, consultant selection for planning or environmental projects, length of construction or design, planning or environmental process)

Grant Application	N/A	Grant Execution	N/A
Bid Opening	N/A	Construction Commencement	N/A
Grant Offer	N/A	Construction Completion	N/A

NEPA Environmental Status (With grant application include copy of ROD, FONSI or CATEX letter of approval)

N/A

Date of Last ALP Approval Depicting Proposed Projects

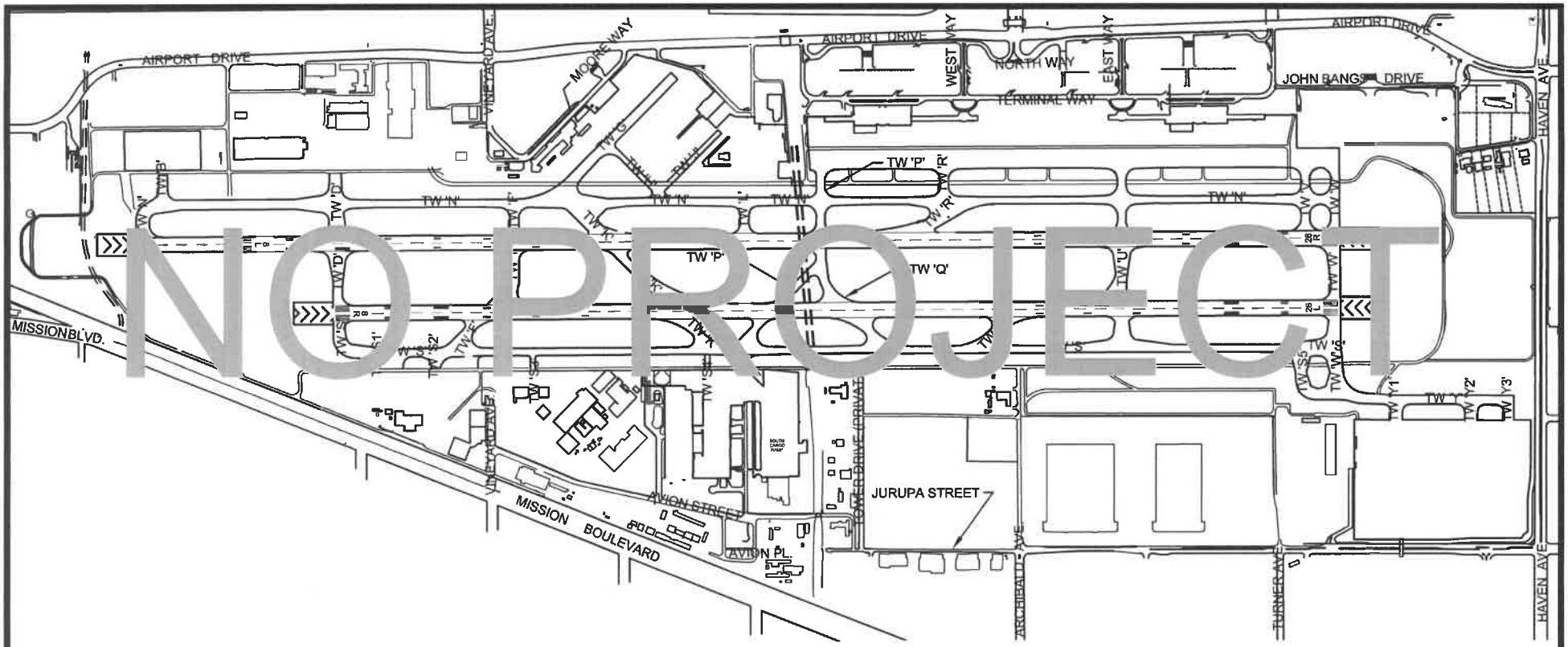
N/A

Land Title Status & Date of Exhibit "A" Status	Date
Airport owned.	August 24, 2016

Open AIP Funded Projects (include grant number and grant description)		Expected Close-out Date
3-06-0175-040-2017	1) Taxiway S-W Intersection Repair and Construct Taxiway 'S5' (Construction)	Q1 2019
3-06-0175-041-2018	1) Install RW 26R Lighting (Touchdown Zone) - Phase 1 (Design)	Q3 2019
3-06-0175-041-2018	2) Rehabilitate Taxiway S Phase 1: TW F to Channel (Design)	Q3 2019
3-06-0175-042-2018	1) Terminal 1 Gates 1-3 Apron and Taxilane 'G' Rehabilitation (Construction)	Q3 2019
3-06-0175-042-2018	2) South Cargo Ramp Rehabilitation (Construction)	Q2 2019
3-06-0175-044-2018	1) Development of Airport Pavement Management System	Q4 2019

Certification: To the best of my knowledge and belief, all information shown in the ACIP Data Sheet is true and correct and had been duly authorized by the Sponsor.

Keith Owens, Director of Program Management, OIAA	Keith Owens, Director of Program Management, OIAA
Name / Title of Authorized Representative (Print or Type)	Contact Name and Title (Print or Type)
Keith A Owens	(909) 544-5383
Signature — January 31, 2019 Date	Contact Phone (Print or Type)



LEGEND

0 1500 3000

⑧ 2021-DEFER ENTITLEMENTS TO FY 2022

Mead & Hunt

ONT ONTARIO INTERNATIONAL AIRPORT

2021 ACIP

NO PROJECT

CHECKED:	CJS	DATE	DRAWING NO.
DESIGNED:	SAS	JAN. 2019	8 OF 12
DRAWN:	ELH		
MH PROJECT NO.:	1512800-180958.01		
OMA PROJECT NO.			

Airport Name		Ontario International Airport	Fiscal Year 2021		9
Shown On ALP	Project Type*	Project Description	Federal Share	Local Share	Total
Yes	D	Construct Taxiway Z Phase 2: RTR and ASR Relocation (Non-AIP)			
		Design / Coordination / Administration (10%)	$0	$1,650,000	$1,650,000
		Construction	$0	$16,500,000	$16,500,000
		Construction Management / Inspection / Monitoring (12.5%)	$0	$2,062,500	$2,062,500
		TOTAL	$0	$20,212,500	$20,212,500

* D - Development; P - Planning; E - Environmental

PROVIDE THE FOLLOWING DETAILED INFORMATION FOR PROJECTS ANTICIPATED WITHIN 1-2 YEARS

Detail Project Description (Square/Lineal Footage or Length/Width)

NPS Purpose / Component / Type: **CA/TW/CO** **NPR: 61**
Overall Development Objective: **Construct Taxiway Z**
Description:
In order to prepare for Taxiway 'Z' construction, the FAA facilities currently in the area will require relocation. The Remote Transmitter/Receiver (RTR) and Airport Surveillance Radar (ASR) will require relocation to sites to-be-defined in the new ALP.

Project Schedule (Anticipated date for bids or negotiated prices, consultant selection for planning or environmental projects, length of construction or design, planning or environmental process)

Grant Application	N/A	Grant Execution	N/A
Bid Opening	May 2, 2021	Construction Commencement	September 5, 2021
Grant Offer	N/A	Construction Completion	March 24, 2024

NEPA Environmental Status (With grant application include copy of ROD, FONSI or CATEX letter of approval)

Pending Application.

Date of Last ALP Approval Depicting Proposed Projects

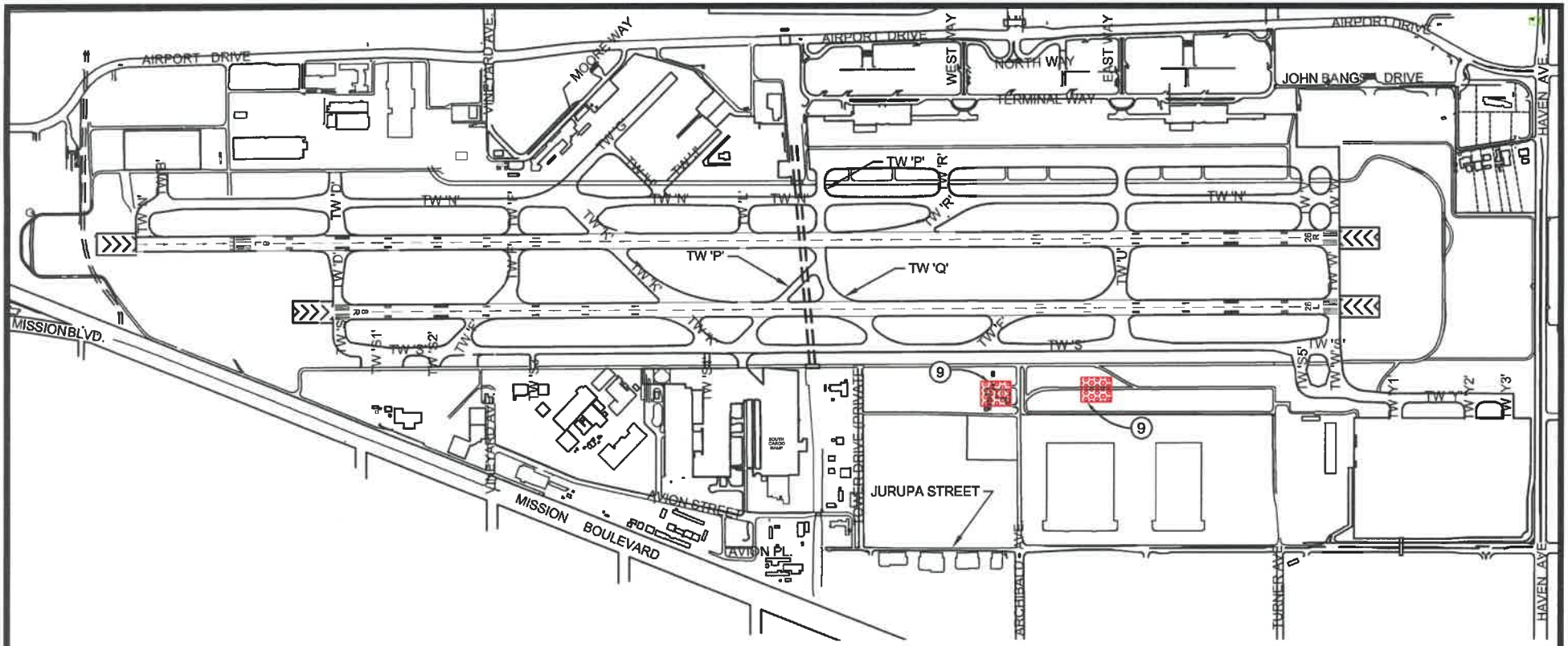
In Progress - Expected December 2019.

Land Title Status & Date of Exhibit "A" Status	Date
Airport owned.	August 24, 2016

Open AIP Funded Projects (include grant number and grant description)		Expected Close-out Date
3-06-0175-040-2017	1) Taxiway S-W Intersection Repair and Construct Taxiway 'S5' (Construction)	Q1 2019
3-06-0175-041-2018	1) Install RW 26R Lighting (Touchdown Zone) - Phase 1 (Design)	Q3 2019
3-06-0175-041-2018	2) Rehabilitate Taxiway S Phase 1: TW F to Channel (Design)	Q3 2019
3-06-0175-042-2018	1) Terminal 1 Gates 1-3 Apron and Taxilane 'G' Rehabilitation (Construction)	Q3 2019
3-06-0175-042-2018	2) South Cargo Ramp Rehabilitation (Construction)	Q2 2019
3-06-0175-044-2018	1) Development of Airport Pavement Management System	Q4 2019

Certification: To the best of my knowledge and belief, all information shown in the ACIP Data Sheet is true and correct and had been duly authorized by the Sponsor.

Keith Owens, Director of Program Management, OIAA	Keith Owens, Director of Program Management, OIAA
Name / Title of Authorized Representative (Print or Type)	Contact Name and Title (Print or Type)
Keith A Owens	(909) 544-5383
Signature — January 31, 2019 Date	Contact Phone (Print or Type)



LEGEND

0 1500 3000

9 2021-CONSTRUCT TAXIWAY Z PHASE 2: RTR & ASR RELOCATION (NON-AIP)

Mead & Hunt

ONT ONTARIO INTERNATIONAL AIRPORT

2021 ACIP

CONSTRUCT TW Z PHASE 2

CHECKED:	CJS	DATE	DRAWING NO.
DESIGNED:	SAS	JAN. 2019	9 OF 12
DRAWN:	ELH		
MH PROJECT NO.:	1512800-180958.01		
ONA PROJECT NO.:			

Airport Name		Ontario International Airport	Fiscal Year 2022		10
Shown On ALP	Project Type*	Project Description	Federal Share	Local Share	Total
Yes	D	Rehabilitate Runway 8R-26L and Connector Taxiways: Phase 1			
		Design / Coordination / Administration (10%)	$5,646,234	$1,359,888	$7,006,122
		Construction	$56,462,341	$13,598,884	$70,061,225
		Construction Management / Inspection / Monitoring (12.5%)	$7,057,793	$1,699,860	$8,757,653
		TOTAL	$69,166,368	$16,658,633	$85,825,000

* D - Development; P - Planning; E - Environmental

PROVIDE THE FOLLOWING DETAILED INFORMATION FOR PROJECTS ANTICIPATED WITHIN 1-2 YEARS

Detail Project Description (Square/Lineal Footage or Length/Width)

NPS Purpose / Component / Type: **RE/RW/IM** **NPR: 72**
Overall Development Objective: **Rehabilitate Runway 8R-26L and Connector Taxiways**
Description:
Rehabilitation of Runway 8R-26L and Connector Taxiways will be an electrical, paving, grading, marking, and drainage project. Runway 8R-26L was constructed in 1981 and will be 42 years old, likely requiring full reconstruction.

Approximate Area:
Approximate total area for Phases 1 & 2 is 297,200 SY. Total project is expected to require 2 phases and will be further defined by the Airport Pavement Management System and ALP.

Project Schedule (Anticipated date for bids or negotiated prices, consultant selection for planning or environmental projects, length of construction or design, planning or environmental process)

Grant Application	December 30, 2021	Grant Execution	July 25, 2022
Bid Opening	May 1, 2022	Construction Commencement	September 4, 2022
Grant Offer	June 15, 2022	Construction Completion	May 1, 2023

NEPA Environmental Status (With grant application include copy of ROD, FONSI or CATEX letter of approval)

Pending application.

Date of Last ALP Approval Depicting Proposed Projects

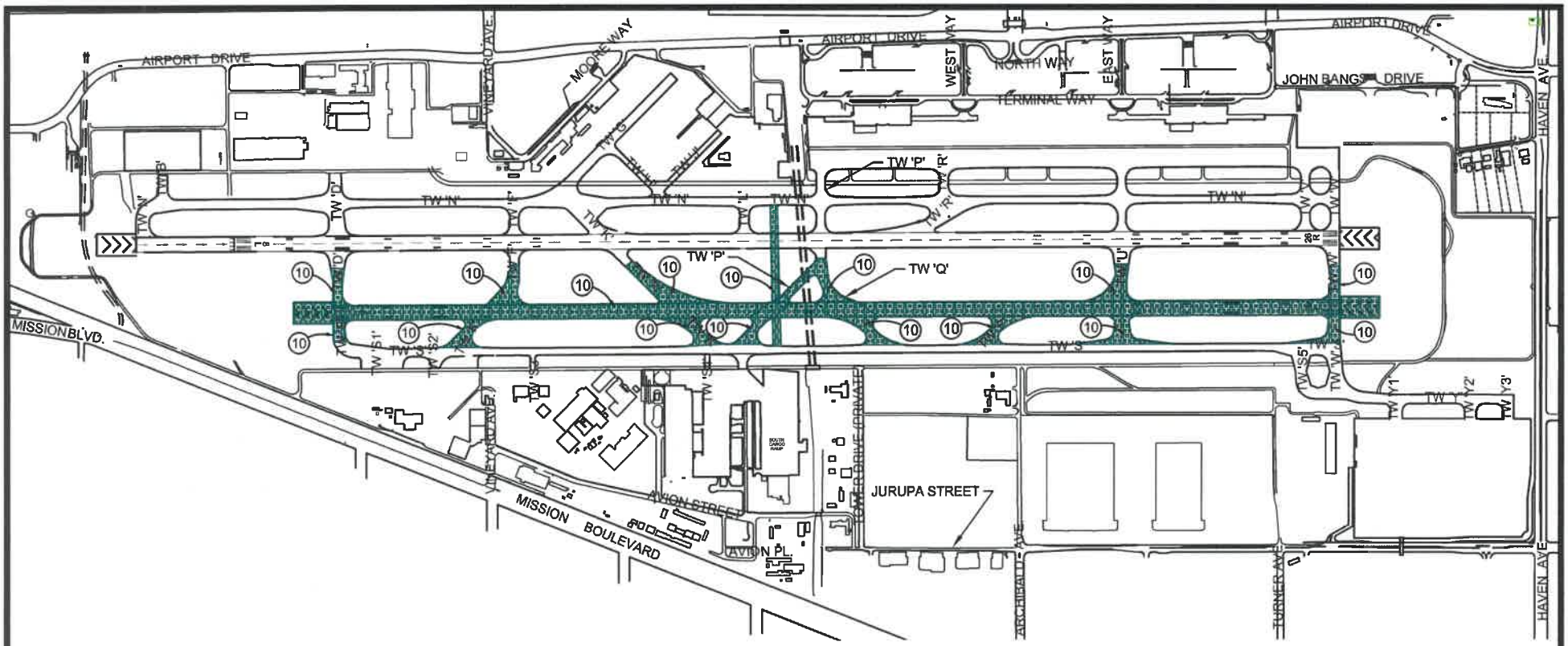
In Progress - Expected December 2019.

Land Title Status & Date of Exhibit "A" Status	Date
Airport owned.	August 24, 2016

Open AIP Funded Projects (include grant number and grant description)		Expected Close-out Date
3-06-0175-040-2017	1) Taxiway S-W Intersection Repair and Construct Taxiway 'S5' (Construction)	Q1 2019
3-06-0175-041-2018	1) Install RW 26R Lighting (Touchdown Zone) - Phase 1 (Design)	Q3 2019
3-06-0175-041-2018	2) Rehabilitate Taxiway S Phase 1: TW F to Channel (Design)	Q3 2019
3-06-0175-042-2018	1) Terminal 1 Gates 1-3 Apron and Taxilane 'G' Rehabilitation (Construction)	Q3 2019
3-06-0175-042-2018	2) South Cargo Ramp Rehabilitation (Construction)	Q2 2019
3-06-0175-044-2018	1) Development of Airport Pavement Management System	Q4 2019

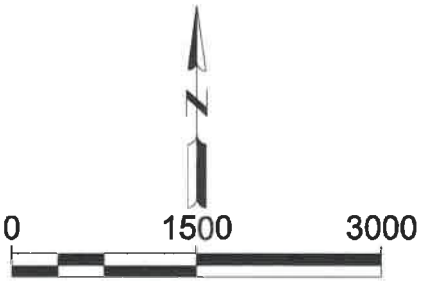
Certification: To the best of my knowledge and belief, all information shown in the ACIP Data Sheet is true and correct and had been duly authorized by the Sponsor.

Keith Owens, Director of Program Management, OIAA	Keith Owens, Director of Program Management, OIAA
Name / Title of Authorized Representative (Print or Type)	Contact Name and Title (Print or Type)
Keith A Owens	(909) 544-5383
Signature — January 31, 2019 Date	Contact Phone (Print or Type)



LEGEND

⑩ 2022-REHABILITATE RUNWAY 8R-26L AND CONNECTOR TAXIWAYS: PHASE 1



Mead & Hunt

ONT ONTARIO INTERNATIONAL AIRPORT

2022 ACIP
REHABILITATE RUNWAY 8R-26L
PHASE 1

CHECKED:	CJS	DATE	DRAWING NO.
DESIGNED:	SAS	JAN. 2019	10 OF 12
DRAWN:	ELH		

MH PROJECT NO.: 1512800-180958.01

OIAA PROJECT NO.:

Airport Name		Ontario International Airport	Fiscal Year 2023		11
Shown On ALP	Project Type*	Project Description	Federal Share	Local Share	Total
Yes	D	Rehabilitate Runway 8R-26L and Connector Taxiways: Phase 2			
		Design / Coordination / Administration (10%)	$5,646,234	$1,359,888	$7,006,122
		Construction	$56,462,341	$13,598,884	$70,061,225
		Construction Management / Inspection / Monitoring (12.5%)	$7,057,793	$1,699,860	$8,757,653
		TOTAL	$69,166,368	$16,658,633	$85,825,000

* D - Development; P - Planning; E - Environmental

PROVIDE THE FOLLOWING DETAILED INFORMATION FOR PROJECTS ANTICIPATED WITHIN 1-2 YEARS

Detail Project Description (Square/Lineal Footage or Length/Width)

NPS Purpose / Component / Type: **RE/RW/IM** **NPR: 72**
Overall Development Objective: **Rehabilitate Runway 8R-26L and Connector Taxiways**
Description:
Rehabilitation of Runway 8R-26L and Connector Taxiways will be an electrical, paving, grading, marking, and drainage project. Runway 8R-26L was constructed in 1981 and will be 42 years old, likely requiring full reconstruction.

Approximate Area:
Approximate total area for Phases 1 & 2 is 297,200 SY. Total project is expected to require 2 phases and will be further defined by the Airport Pavement Management System and ALP.

Project Schedule (Anticipated date for bids or negotiated prices, consultant selection for planning or environmental projects, length of construction or design, planning or environmental process)

Grant Application	December 30, 2022	Grant Execution	July 25, 2023
Bid Opening	May 1, 2023	Construction Commencement	September 4, 2023
Grant Offer	June 15, 2023	Construction Completion	May 1, 2024

NEPA Environmental Status (With grant application include copy of ROD, FONSI or CATEX letter of approval)

Pending application.

Date of Last ALP Approval Depicting Proposed Projects

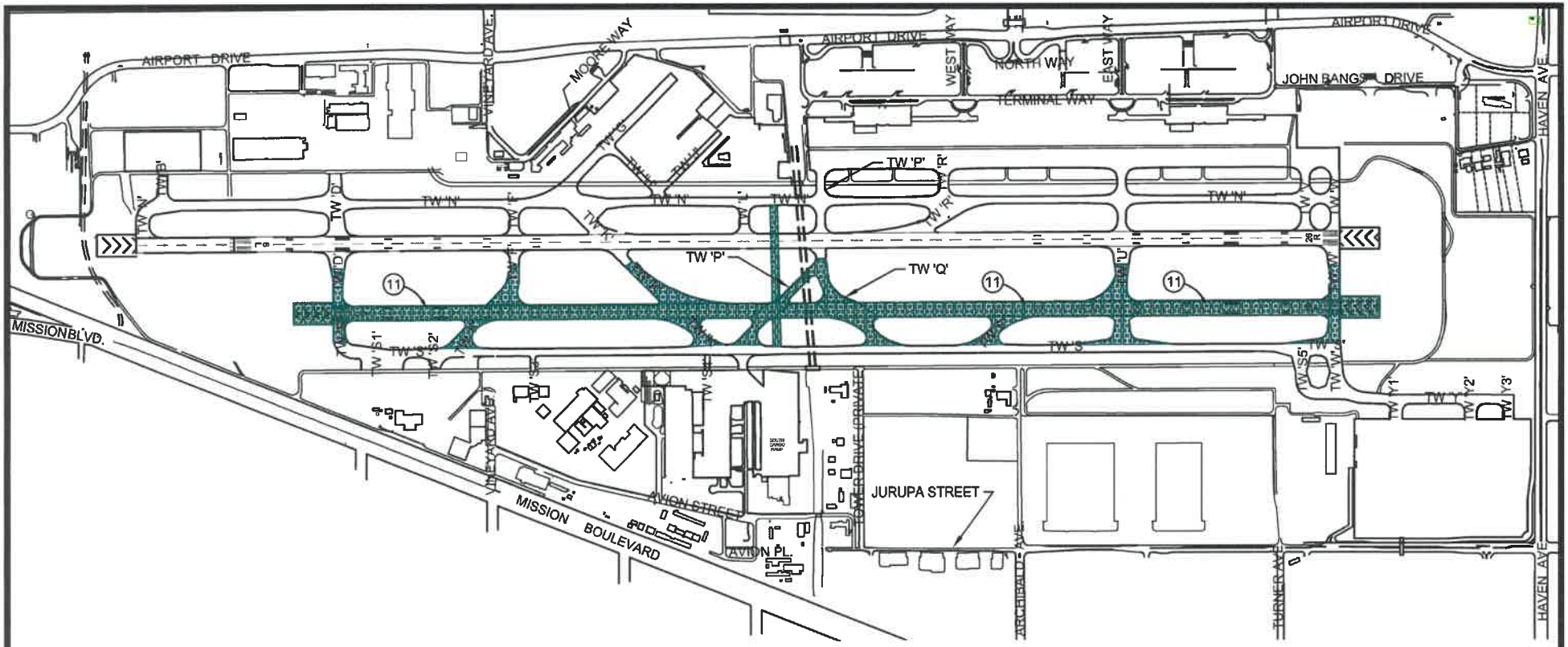
In Progress - Expected December 2019.

Land Title Status & Date of Exhibit "A" Status	Date
Airport owned.	August 24, 2016

Open AIP Funded Projects (include grant number and grant description)		Expected Close-out Date
3-06-0175-040-2017	1) Taxiway S-W Intersection Repair and Construct Taxiway 'S5' (Construction)	Q1 2019
3-06-0175-041-2018	1) Install RW 26R Lighting (Touchdown Zone) - Phase 1 (Design)	Q3 2019
3-06-0175-041-2018	2) Rehabilitate Taxiway S Phase 1: TW F to Channel (Design)	Q3 2019
3-06-0175-042-2018	1) Terminal 1 Gates 1-3 Apron and Taxilane 'G' Rehabilitation (Construction)	Q3 2019
3-06-0175-042-2018	2) South Cargo Ramp Rehabilitation (Construction)	Q2 2019
3-06-0175-044-2018	1) Development of Airport Pavement Management System	Q4 2019

Certification: To the best of my knowledge and belief, all information shown in the ACIP Data Sheet is true and correct and had been duly authorized by the Sponsor.

Keith Owens, Director of Program Management, OIAA	Keith Owens, Director of Program Management, OIAA
Name / Title of Authorized Representative (Print or Type)	Contact Name and Title (Print or Type)
Keith L Owens January 31, 2019	(909) 544-5383
Signature Date	Contact Phone (Print or Type)



LEGEND

(11) 2023-REHABILITATE RUNWAY 8R-26L AND CONNECTOR TAXIWAYS: PHASE 2

Mead & Hunt

ONT ONTARIO INTERNATIONAL AIRPORT

2023 ACIP
REHABILITATE RUNWAY 8R-26L
PHASE 2

CHECKED:	CJS	DATE	DRAWING NO.
DESIGNED:	SAS	JAN. 2019	11 OF 12
DRAWN:	ELH		
MH PROJECT NO.:	1512800-180958.01		
ONA PROJECT NO.:			

Airport Name		Ontario International Airport	Fiscal Year 2024		12
Shown On ALP	Project Type*	Project Description	Federal Share	Local Share	Total
Yes	D	Rehabilitate Runway 8L-26R Lighting, Taxiway Lighting, and Apron Lighting: Phase 1			
		Design / Coordination / Administration (10%)	$483,540	$116,460	$600,000
		Construction	$4,835,400	$1,164,600	$6,000,000
		Construction Management / Inspection / Monitoring (12.5%)	$604,425	$145,575	$750,000
		TOTAL	$5,923,365	$1,426,635	$7,350,000

* D - Development; P - Planning; E - Environmental

PROVIDE THE FOLLOWING DETAILED INFORMATION FOR PROJECTS ANTICIPATED WITHIN 1-2 YEARS

Detail Project Description (Square/Lineal Footage or Length/Width)

NPS Purpose / Component / Type: **RE/RW/LI** **NPR: 72**
Overall Development Objective: **Rehabilitate Runway 8L-26R Lighting, Taxiway Lighting and Apron**
Description:
Rehabilitate existing airfield lighting that is over 20 years old. Project also includes the relocation of the southern electrical vault.

Project Schedule (Anticipated date for bids or negotiated prices, consultant selection for planning or environmental projects, length of construction or design, planning or environmental process)

Grant Application	December 30, 2023	Grant Execution	July 25, 2024
Bid Opening	May 1, 2024	Construction Commencement	September 4, 2024
Grant Offer	June 15, 2024	Construction Completion	May 1, 2025

NEPA Environmental Status (With grant application include copy of ROD, FONSI or CATEX letter of approval)

Pending application.

Date of Last ALP Approval Depicting Proposed Projects

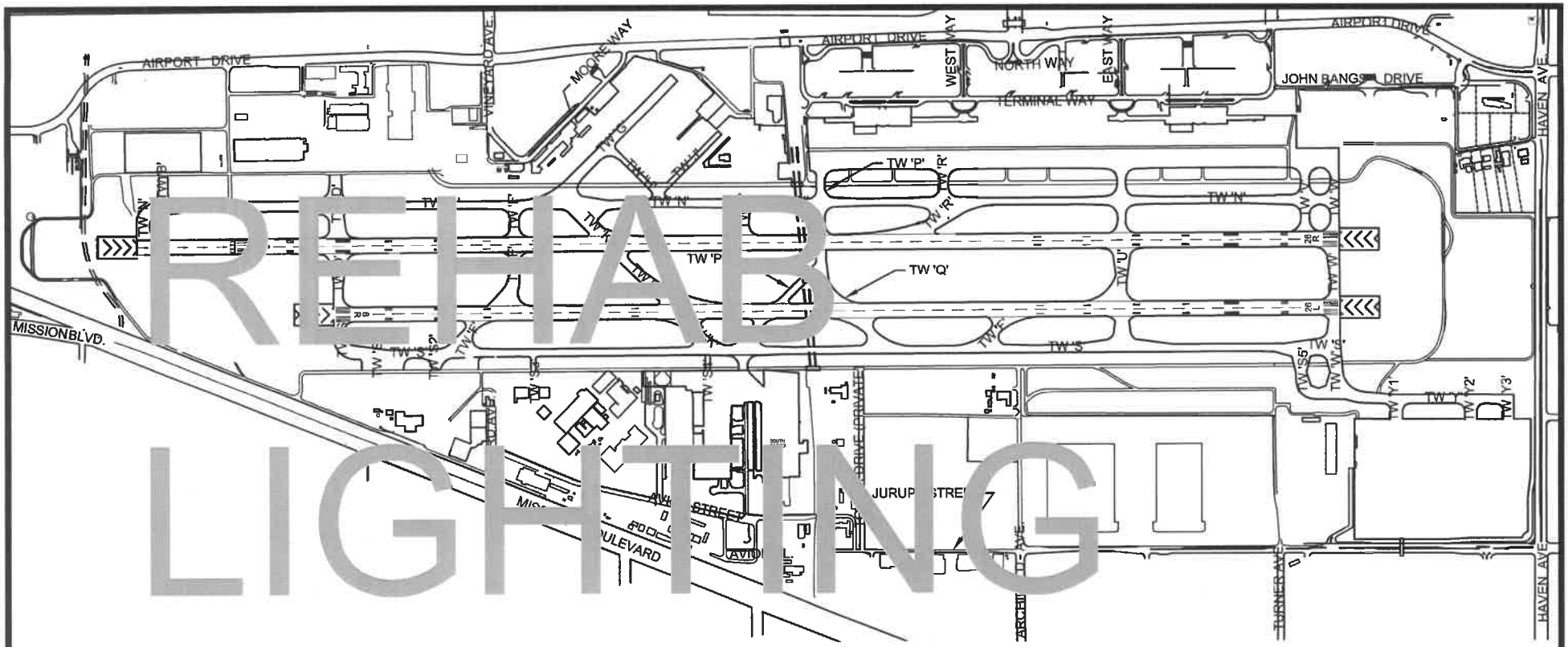
In Progress - Expected December 2019.

Land Title Status & Date of Exhibit "A" Status	Date
Airport owned.	August 24, 2016

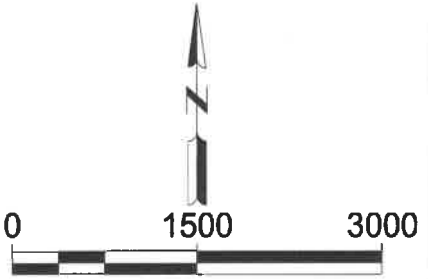
Open AIP Funded Projects (include grant number and grant description)		Expected Close-out Date
3-06-0175-040-2017	1) Taxiway S-W Intersection Repair and Construct Taxiway 'S5' (Construction)	Q1 2019
3-06-0175-041-2018	1) Install RW 26R Lighting (Touchdown Zone) - Phase 1 (Design)	Q3 2019
3-06-0175-041-2018	2) Rehabilitate Taxiway S Phase 1: TW F to Channel (Design)	Q3 2019
3-06-0175-042-2018	1) Terminal 1 Gates 1-3 Apron and Taxilane 'G' Rehabilitation (Construction)	Q3 2019
3-06-0175-042-2018	2) South Cargo Ramp Rehabilitation (Construction)	Q2 2019
3-06-0175-044-2018	1) Development of Airport Pavement Management System	Q4 2019

Certification: To the best of my knowledge and belief, all information shown in the ACIP Data Sheet is true and correct and had been duly authorized by the Sponsor.

Keith Owens, Director of Program Management, OIAA	Keith Owens, Director of Program Management, OIAA
Name / Title of Authorized Representative (Print or Type)	Contact Name and Title (Print or Type)
Keith A Owens	(909) 544-5383
Signature — January 31, 2019 Date	Contact Phone (Print or Type)



LEGEND



⑫ 2024-REHABILITATE RUNWAY 8L-26R LIGHTING, TAXIWAY LIGHTING, AND APRON LIGHTING (PHASE 1)

Mead & Hunt

ONT ONTARIO INTERNATIONAL AIRPORT

2024 ACIP

REHABILITATE AIRFIELD LIGHTING

CHECKED:	CJS	DATE	DRAWING NO.
DESIGNED:	SAS	JAN. 2019	12 OF 12
DRAWN:	ELH		
MH PROJECT NO.:	1512800-180958.01		
OIAA PROJECT NO.:			

From:	Brantley, Michelle
To:	Perez, Brenda (FAA)
Cc:	Richardson, Al (FAA); Samad, Sam (FAA); Smith, Jeffrey; Owens, Keith; AFlake; Bruce Atlas; Schubert, John; Elkadi, Atif; Campos, Gail (FAA); mike.n.williams@faa.gov
Subject:	Ontario International Airport ACIP Submittal
Date:	Friday, January 31, 2020 6:50:30 PM
Attachments:	ONT Project Sheets and Exhibits 2020 1-30-20_r1.pdf
Importance:	High

Hi Brenda,

Our final Ontario International Airport ACIP data sheet, exhibits and project descriptions are attached.

Based on our meeting with you on January 7th, we have incorporated and addressed your comments with the following changes:

- Separated and moved up design for Project #4 Rehabilitate Runway 8R-26L and Connector Taxiways to take advantage of expiring entitlements.
- Updated the expected share of Federal and Local funds for the 2 years of construction for Projects #7 and #8 Rehabilitate Runway 8R-26L and Connector Taxiways.

To ensure we are able to utilize the expiring entitlements, please note that we have begun the necessary internal processes required to kick off the design of the 8R-26L project and have initiated coordination with our consultant to assist with the environmental planning required for CEQA and NEPA.

In regards to the federal funds for the Runway 8R-26L rehabilitation, the federal amount requested for the two years of construction in 2022 and 2023 was determined through an analysis of total grant amounts awarded to medium hub airports around the country over the last 10 years for similar runway rehabilitation projects. Based on this analysis and the fact that this project was identified in the previous ACIP with an NPR of 83, we believe the federal funds listed in our ACIP submission are reasonable. The Ontario International Airport Authority remains committed to pursuing additional revenue sources to help us pay for this and many more projects that are vital to the continued successful operation of the airport. We welcome further discussions in this area and would like to add it to the agenda of the monthly FAA check-in call we do with you.

Please note that, per the FAA's suggestion, we did consider alternative phasing of the construction over three years. Based on our professional experience and industry expertise, extending construction on the runway and associated taxiways does not benefit the funding plan due to the increase in the total cost of the project. Furthermore, it would extend closure/disruption of operations on this Continuous Power Airport runway without a justifiable benefit and introduces unnecessary risk to the project with the multiple phases. The extension of duration would also delay critical projects in the following years of the ONT ACIP.

Finally, we would like to bring your attention to the Project #9, 26L ALSF, which is listed in the ACIP as an FAA project. As we discussed, the initiation of this project soon is critical to being able to replace the ALSF during the reconstruction of the runway. We appreciate your willingness to address this topic with TechOps at your February 11 meeting and look forward to hearing about next steps.

Starting tomorrow, I will be out of the country for 10 days, but I will be checking emails while I'm away. On behalf of Ontario International Airport, I want to thank you for your partnership as we plan for the airport's future and I am happy to address any questions you may have.

Michelle Brantley
Director of Planning

M: 909.227.3055 | **O:** 909.544.5255
mbrantley@flyontario.com | @flyONT

U.S. Department of Transportation **Federal**
Aviation Administration

Airport Capital Improvement Plan (ACIP)

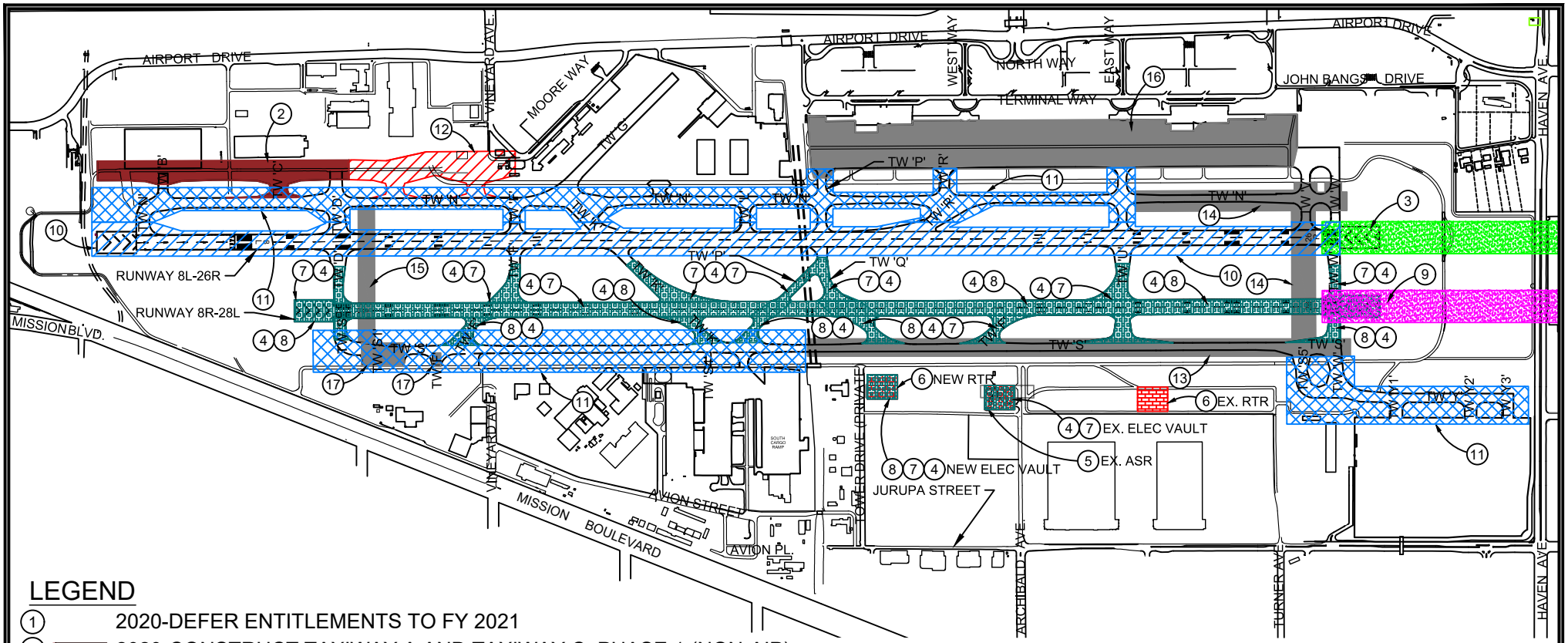
1. Airport:	2. State:	NPIAS No.:	4. LOCID:
Ontario International Airport (ONT)	**California**	**06-0175**	**ONT**

5. Project Description *(by Funding Year in Priority Order)*	Federal Funds	State Funds	LOCAL FUNDS		Total $	Environmental Impact	Start Date	Completion Date
			PFC	Other				
(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)
1: 2020 - Defer Entitlements to FY 2021						N/A	N/A	N/A
2: 2020 - Construct Taxiway A and Taxiway C: Phase 1 (Non-AIP)				31,544	31,544	Cat-Ex	3/30/2020	12/31/2021
3: 2020 - Upgrade Runway 26R ILS (Non-AIP)				6,000	6,000	Cat-Ex	3/30/2021	12/31/2022
SUBTOTAL (2020)				**37,544**	**37,544**			
4: 2021 - Rehabilitate Runway 8R-26L and Connector Taxiways: Design	8,059			1,941	10,000	N/A	6/1/2020	2/1/2022
5: 2021 - ASR Relocation (Non-AIP)				14,296	14,296	Pending	3/1/2020	11/5/2025
6: 2021 - RTR Relocation (Non-AIP)				3,899	3,899	Pending	3/1/2020	11/5/2023
7: 2022 - Rehabilitate Runway 8R-26L and Connector Taxiways: Phase 1	21,608			18,706	40,314	Pending	12/30/2021	4/30/2024
8: 2023 - Rehabilitate Runway 8R-26L and Connector Taxiways: Phase 2	21,608			21,955	43,563	Pending	12/30/2021	4/30/2025
9: 2023 - Upgrade Runway 26L ALSF (FAA Funded)	TBD				TBD	Pending	1/1/2024	10/31/2024
10: 2024 - Rehabilitate Runway 8L-26R Lighting and Taxiway Lighting: Phase 1	10,090			2,430	12,520	Pending	12/30/2023	6/1/2025
11: 2025 - Rehabilitate Runway 8L-26R Lighting and Taxiway Lighting: Phase 2	8,035			1,935	9,970	Pending	5/1/2024	6/30/2026
12: 2025 - Construct Taxiway A: Phase 2 (Non-AIP)				102,797	102,797	Pending	11/4/2024	12/30/2025
SUBTOTAL (2021-2025)	**69,400**			**167,959**	**237,359**			
13: 2026 - Rehabilitate Taxiway S Phase 2: Channel to Taxiway W	35,575			8,568	44,143			
14: 2027 - Reconstruct Taxiway N East of U and Construct Taxiway V Extension to S5	10,851			2,613	13,464			
15: 2028 - Construct Taxiway E	15,773			3,799	19,572			
16: 2029 - Relocate Taxiway N1 and Rehabilitate Terminals 2, 3 and 4 Aprons Phase 1: Paving and Electrical Improvements	5,232			1,260	6,492			
17: 2030 - Rehabilitate Taxiway S1 and F South of Taxiway S Within Movement Area	2,628			633	3,261			
SUBTOTAL (2026-2030)	**70,059**			**16,874**	**86,933**			
TOTAL (2021-2030): DOES NOT INCLUDE 2020	**139,459**			**184,833**	**324,292**			

All costs on this sheet are expressed in $1,000's

Certification: To the best of my knowledge and belief, all information shown in the ACIP Data Sheet is true and correct and had been duly authorized by the Sponsor.

Michelle R. Brantley, Director of Planning	Michelle R. Brantley, Director of Planning
Name / Title of Authorized Representative (Print or Type)	Contact Name and Title (Print or Type)
Michelle R Brantley — January 30, 2020	(909) 544-5255
Signature — Date	Contact Phone (Print or Type)



LEGEND

1. 2020-DEFER ENTITLEMENTS TO FY 2021
2. 2020-CONSTRUCT TAXIWAY A AND TAXIWAY C: PHASE 1 (NON-AIP)
3. 2020-UPGRADE RUNWAY 26R ILS (NON-AIP)
4. 2021-REHABILITATE RUNWAY 8R-26L AND CONNECTOR TAXIWAYS: DESIGN
5. 2021-ASR RELOCATION (NON-AIP)
6. 2021-RTR RELOCATION (NON-AIP)
7. 2022-REHABILITATE RUNWAY 8R-26L AND CONNECTOR TAXIWAYS: PHASE 1
8. 2023-REHABILITATE RUNWAY 8R-26L AND CONNECTOR TAXIWAYS: PHASE 2
9. 2023-UPGRADE RUNWAY 26L ALSF (FAA FUNDED)
10. 2024-REHABILITATE RUNWAY 8L-26R LIGHTING AND TAXIWAY LIGHTING: PHASE 1
11. 2025-REHABILITATE RUNWAY 8L-26R LIGHTING AND TAXIWAY LIGHTING: PHASE 2
12. 2025-CONSTRUCT TAXIWAY A: PHASE 2 (NON-AIP)
13. 2026-REHABILITATE TAXIWAY S PHASE 2: CHANNEL TO TAXIWAY W
14. 2027-RECONSTRUCT TAXIWAY N EAST OF TAXIWAY U AND CONSTRUCT TAXIWAY V EXTENSION TO S5
15. 2028-CONSTRUCT TAXIWAY E
16. 2029-RELOCATE TAXIWAY N1 AND REHABILITATE TERMINALS 2, 3, AND 4 APRONS PHASE 1: PAVING AND ELECTRICAL IMPROVEMENTS
17. 2030-REHABILITATE TAXIWAY S1 AND F SOUTH OF TAXIWAY S WITHIN MOVEMENT AREA

N

0 1500 3000

Mead & Hunt

ONT ONTARIO INTERNATIONAL AIRPORT

2021-2025 ACIP

OVERALL

CHECKED:	CM	DATE	DRAWING NO.
DESIGNED:	SAS	JAN. 2020	0 OF 13
DRAWN:	ELH		

MH PROJECT NO.: 1512800-180958.01

X:\1512800\180958.01\TECH\ACIP\2020-2024\CAD\AIRPORT MAP ACIP_120619.DWG

Airport Name		Ontario International Airport	Fiscal Year 2020		1
Shown On ALP	**Project Type***	**Project Description**	**Federal Share**	**Local Share**	**Total**
Yes	N/A	Defer Entitlements to FY 2021			
		Design / Coordination / Administration (10%)	$0	$0	$0
		Construction	$0	$0	$0
		Construction Management / Inspection / Monitoring (12.5%)	$0	$0	$0
		TOTAL	$0	$0	$0

* D - Development; P - Planning; E - Environmental

PROVIDE THE FOLLOWING DETAILED INFORMATION FOR PROJECTS ANTICIPATED WITHIN 1-2 YEARS

Detail Project Description (Square/Lineal Footage or Length/Width)

NPS Purpose / Component / Type: **N/A** **NPR:** **N/A**
Overall Development Objective: **N/A**
Description:
Defer entitlements - NO PROJECT

Project Schedule (Anticipated date for bids or negotiated prices, consultant selection for planning or environmental projects, length of construction or design, planning or environmental process)

Grant Application	N/A	Grant Execution	N/A
Bid Opening	N/A	Construction Commencement	N/A
Grant Offer	N/A	Construction Completion	N/A
		Grant Closeout	N/A

NEPA Environmental Status (With grant application include copy of ROD, FONSI or CATEX letter of approval)

N/A

Date of Last ALP Approval Depicting Proposed Projects

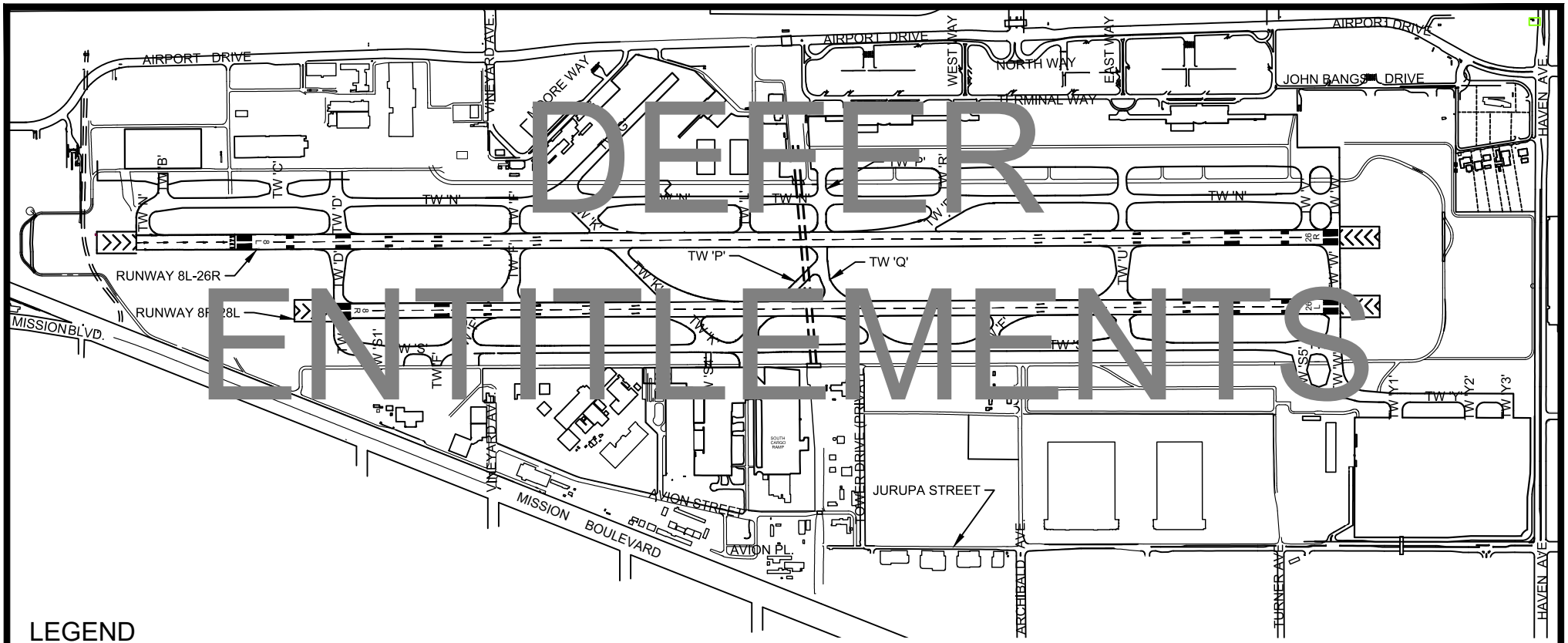
N/A

Land Title Status & Date of Exhibit "A" Status	Date
Airport owned.	August 24, 2016

Open AIP Funded Projects (include grant number and grant description)		Expected Close-out Date
3-06-0175-041-2018	1) Install RW 26R Lighting (Touchdown Zone) - Phase 1 (Design)	Q3 2021
3-06-0175-041-2018	2) Rehabilitate Taxiway S Phase 1: TW F to Channel (Design)	Q3 2021
3-06-0175-042-2018	1) Terminal 1 Gates 1-3 Apron and Taxilane 'G' Rehabilitation (Construction)	Q1 2020
3-06-0175-042-2018	2) South Cargo Ramp Rehabilitation (Construction)	Q1 2020
3-06-0175-044-2018	1) Development of Airport Pavement Management System	Q4 2020
3-06-0175-045-2019	1) Rehabilitate Taxiway S	Q3 2021
3-06-0175-045-2019	2) Runway 26R Lighting Installation	Q3 2021
3-06-0175-046-2019	1) Exhibit A Property Map, GIS Data Collection, Triggering Event Narrative Report and ALP	Q3 2021

Certification: To the best of my knowledge and belief, all information shown in the ACIP Data Sheet is true and correct and had been duly authorized by the Sponsor.

Michelle R. Brantley, Director of Planning	Michelle R. Brantley, Director of Planning
Name / Title of Authorized Representative (Print or Type)	Contact Name and Title (Print or Type)
Michelle R Brantley	January 30, 2020	(909) 544-5255
Signature	Date	Contact Phone (Print or Type)



DEFER
ENTITLEMENTS

LEGEND

① 2020-DEFER ENTITLEMENTS TO FY 2021

N

0 1500 3000

Mead & Hunt

ONT ONTARIO INTERNATIONAL AIRPORT

2020 ACIP

DEFER ENTITLEMENTS

CHECKED:	CM	DATE	DRAWING NO.
DESIGNED:	SAS	JAN. 2020	1 OF 13
DRAWN:	ELH		

MH PROJECT NO.: 1512800-180958.01

X:\1512800\180958.01\TECH\ACIP\2020-2024\CAD\AIRPORT MAP ACIP_120619.DWG

Airport Name		Ontario International Airport	Fiscal Year 2020		2
Shown On ALP	**Project Type***	**Project Description**	**Federal Share**	**Local Share**	**Total**
Yes	D	Construct Taxiway A and Taxiway C: Phase 1 (Non-AIP)			
		Design / Coordination / Administration (10%)	$0	$2,575,000	$2,575,000
		Construction	$0	$25,750,000	$25,750,000
		Construction Management / Inspection / Monitoring (12.5%)	$0	$3,218,750	$3,218,750
		TOTAL	$0	$31,543,750	$31,543,750

* D - Development; P - Planning; E - Environmental

PROVIDE THE FOLLOWING DETAILED INFORMATION FOR PROJECTS ANTICIPATED WITHIN 1-2 YEARS

Detail Project Description (Square/Lineal Footage or Length/Width)

NPS Purpose / Component / Type: **CA/TW/CO** **NPR: 79**
Overall Development Objective: **Construct Taxiway A and C**
Description:
Project is the construction of a parallel taxiway that runs east-west, along with connector Taxiway 'C'. Taxiway 'A' will eventually connect to Taxiway 'N1'. The project consists of building and pavement demolition, new pavement, airfield lighting, airfield signage, grading, pavement markings, and utility relocations.

Approximate Area:
Project includes 63,200 SY of paving.

Project Schedule (Anticipated date for bids or negotiated prices, consultant selection for planning or environmental projects, length of construction or design, planning or environmental process)

Grant Application	N/A	Grant Execution	N/A
Bid Opening	N/A	Construction Commencement	March 30, 2020
Grant Offer	N/A	Construction Completion	December 31, 2021
		Grant Closeout	N/A

NEPA Environmental Status (With grant application include copy of ROD, FONSI or CATEX letter of approval)

Project approved as Cat-Ex on November 6, 2018.

Date of Last ALP Approval Depicting Proposed Projects

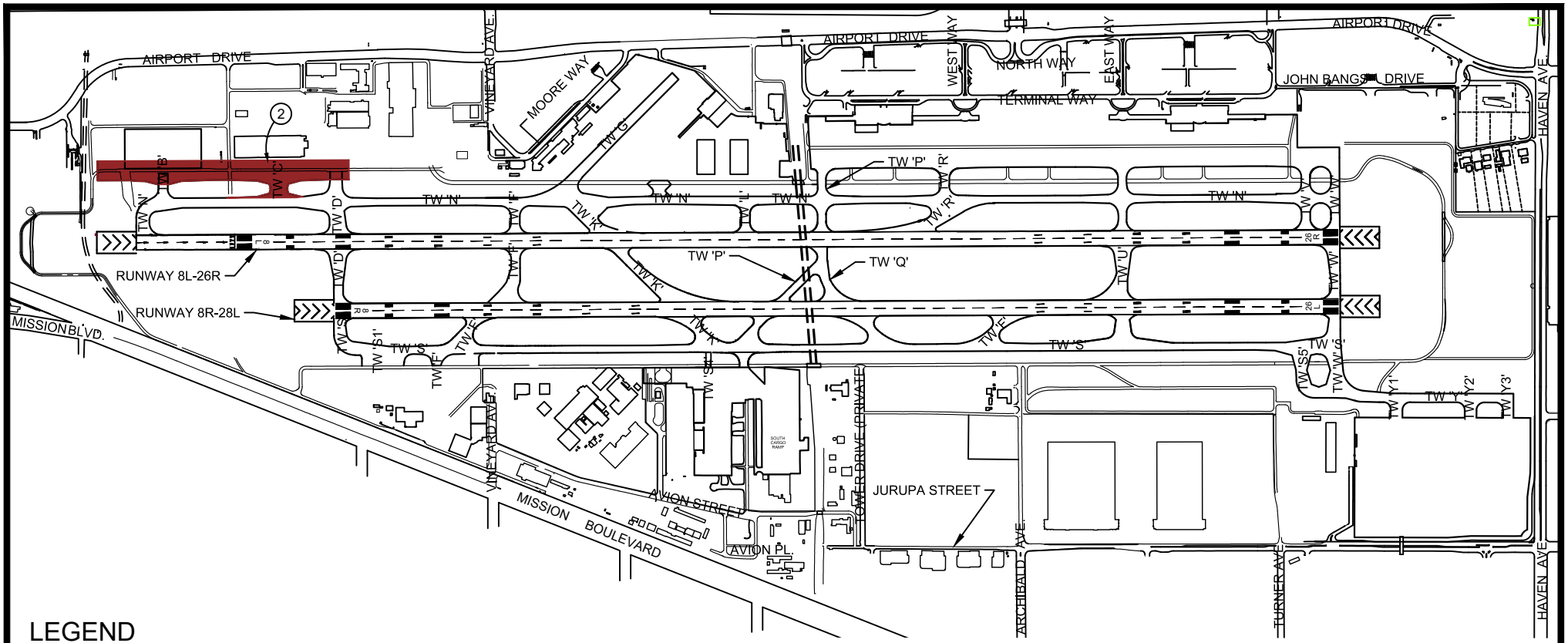
March 7, 2018

Land Title Status & Date of Exhibit "A" Status	Date
Airport owned.	August 24, 2016

Open AIP Funded Projects (include grant number and grant description)		Expected Close-out Date
3-06-0175-041-2018	1) Install RW 26R Lighting (Touchdown Zone) - Phase 1 (Design)	Q3 2021
3-06-0175-041-2018	2) Rehabilitate Taxiway S Phase 1: TW F to Channel (Design)	Q3 2021
3-06-0175-042-2018	1) Terminal 1 Gates 1-3 Apron and Taxilane 'G' Rehabilitation (Construction)	Q1 2020
3-06-0175-042-2018	2) South Cargo Ramp Rehabilitation (Construction)	Q1 2020
3-06-0175-044-2018	1) Development of Airport Pavement Management System	Q4 2020
3-06-0175-045-2019	1) Rehabilitate Taxiway S	Q3 2021
3-06-0175-045-2019	2) Runway 26R Lighting Installation	Q3 2021
3-06-0175-046-2019	1) Exhibit A Property Map, GIS Data Collection, Triggering Event Narrative Report and ALP	Q3 2021

Certification: To the best of my knowledge and belief, all information shown in the ACIP Data Sheet is true and correct and had been duly authorized by the Sponsor.

Michelle R. Brantley, Director of Planning	Michelle R. Brantley, Director of Planning
Name / Title of Authorized Representative (Print or Type)	Contact Name and Title (Print or Type)
Michelle R Brantley — January 30, 2020	(909) 544-5255
Signature — Date	Contact Phone (Print or Type)



LEGEND

② 2020-CONSTRUCT TAXIWAY A AND TAXIWAY C: PHASE 1 (NON-AIP)

N

0 1500 3000

Mead & Hunt

ONT ONTARIO INTERNATIONAL AIRPORT

2020 ACIP

CONSTRUCT TAXIWAY A AND C: PHASE 1

		DATE	DRAWING NO.
CHECKED:	CM	JAN. 2020	2 OF 13
DESIGNED:	SAS		
DRAWN:	ELH		

MH PROJECT NO.: 1512800-180958.01

X:\1512800\180958.01\TECH\ACIP\2020-2024\CAD\AIRPORT MAP ACIP_120619.DWG

Airport Name		Ontario International Airport	Fiscal Year 2020		3
Shown On ALP	Project Type*	Project Description	Federal Share	Local Share	Total
Yes	D	Upgrade Runway 26R ILS (Non-AIP)			
		Design / Coordination / Administration (10%)	$0	$489,796	$489,796
		Construction	$0	$4,897,959	$4,897,959
		Construction Management / Inspection / Monitoring (12.5%)	$0	$612,245	$612,245
		TOTAL	$0	$6,000,000	$6,000,000

* D - Development; P - Planning; E - Environmental

PROVIDE THE FOLLOWING DETAILED INFORMATION FOR PROJECTS ANTICIPATED WITHIN 1-2 YEARS

Detail Project Description (Square/Lineal Footage or Length/Width)

NPS Purpose / Component / Type: **N/A** **NPR:** **N/A**
Overall Development Objective: **Enabling Project for *Rehabilitate Runway 8R-26L and Connector Taxiways***
Description:
Install ALSF-II approach lighting system to Runway 26R. Includes relocation of one (1) Runway Visual Range and back-up engine generator, with upgrades to glideslope and localizer array. Development of a Reimbursable Agreement for this project is underway. This project, along with the TDZ lighting upgrades (grant 3-06-0175-041-2018), allows Runway 8L-26R to be upgraded to a CAT-III to enable the Runway 8R-26L Rehabilitation Project in 2022.
From FAA Order 6030.20F: Continuous Power Airports (CPA) provide continuous operations in the event of area-wide utility power failures. CPA airports must have backup power to operate runway lighting and NAS services. This backup power must be available to supply power for at least 4 hours to the runway lighting as well as navigation, landing, and communications equipment. FAA Order 6030.20F, Appendix A: *Continuous Power Airports and Current Runway Codes* includes ONT Runway 26L in the listing of airports.

Project Schedule (Anticipated date for bids or negotiated prices, consultant selection for planning or environmental projects, length of construction or design, planning or environmental process)

Process Initiation	December 18, 2018	Grant Execution	TBD
Bid Opening	TBD	Construction Commencement	March 30, 2021
Grant Offer	N/A	Construction Completion	December 31, 2022
		Grant Closeout	N/A

NEPA Environmental Status (With grant application include copy of ROD, FONSI or CATEX letter of approval)

Cat-Ex expected by December 2020.

Date of Last ALP Approval Depicting Proposed Projects

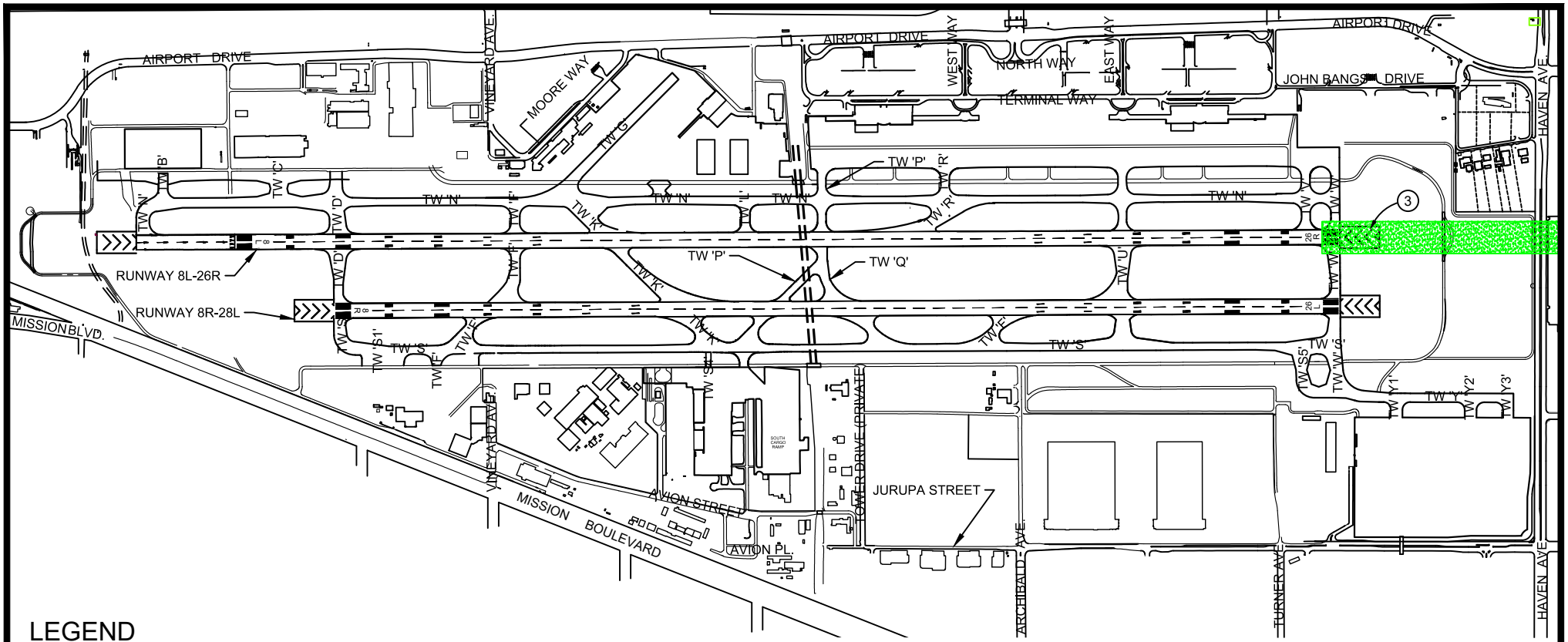
March 7, 2018

Land Title Status & Date of Exhibit "A" Status	Date
Airport owned.	August 24, 2016

Open AIP Funded Projects (include grant number and grant description)		Expected Close-out Date
3-06-0175-041-2018	1) Install RW 26R Lighting (Touchdown Zone) - Phase 1 (Design)	Q3 2021
3-06-0175-041-2018	2) Rehabilitate Taxiway S Phase 1: TW F to Channel (Design)	Q3 2021
3-06-0175-042-2018	1) Terminal 1 Gates 1-3 Apron and Taxilane 'G' Rehabilitation (Construction)	Q1 2020
3-06-0175-042-2018	2) South Cargo Ramp Rehabilitation (Construction)	Q1 2020
3-06-0175-044-2018	1) Development of Airport Pavement Management System	Q4 2020
3-06-0175-045-2019	1) Rehabilitate Taxiway S	Q3 2021
3-06-0175-045-2019	2) Runway 26R Lighting Installation	Q3 2021
3-06-0175-046-2019	1) Exhibit A Property Map, GIS Data Collection, Triggering Event Narrative Report and ALP	Q3 2021

Certification: To the best of my knowledge and belief, all information shown in the ACIP Data Sheet is true and correct and had been duly authorized by the Sponsor.

Michelle R. Brantley, Director of Planning		Michelle R. Brantley, Director of Planning
Name / Title of Authorized Representative (Print or Type)		Contact Name and Title (Print or Type)
Michelle R Brantley	January 30, 2020	(909) 544-5255
Signature	Date	Contact Phone (Print or Type)



LEGEND

③ 2020-UPGRADE RUNWAY 26R ILS (NON-AIP)

0 1500 3000

Mead & Hunt

ONT ONTARIO INTERNATIONAL AIRPORT

2020 ACIP
UPGRADE RUNWAY 26R ILS

CHECKED:	CM	DATE	DRAWING NO.
DESIGNED:	SAS	JAN. 2020	3 OF 13
DRAWN:	ELH		

MH PROJECT NO.: 1512800-180958.01

X:\1512800\180958.01\TECH\ACIP\2020-2024\CAD\AIRPORT MAP ACIP_120619.DWG

Airport Name		Ontario International Airport	Fiscal Year 2021		4
Shown On ALP	**Project Type***	**Project Description**	**Federal Share**	**Local Share**	**Total**
Yes	N/A	Rehabilitate Runway 8R-26L and Connector Taxiways: Design			
		Design / Coordination / Administration	$8,059,000	$1,941,000	$10,000,000
		Construction	$0	$0	$0
		Construction Management / Inspection / Monitoring (12.5%)	$0	$0	$0
		TOTAL	$8,059,000	$1,941,000	$10,000,000

* D - Development; P - Planning; E - Environmental

PROVIDE THE FOLLOWING DETAILED INFORMATION FOR PROJECTS ANTICIPATED WITHIN 1-2 YEARS

Detail Project Description (Square/Lineal Footage or Length/Width)

NPS Purpose / Component / Type: **RE/RW/IM** **NPR: 83**
Overall Development Objective: **Rehabilitate Runway 8R-26L and Connector Taxiways**
Description:
Rehabilitation of Runway 8R-26L and Connector Taxiways (Taxiways D, F, K, P, Q, U, and W) will be an electrical, paving, grading, and marking project. Project also includes the relocation of the southern electrical vault. Runway 8R-26L was constructed in 1981 and will be 42 years old by the beginning of construction in 2022. Project was identified in the Airport Pavement Management System study and is on the ALP. **Grant application covers design of both phases.**

Project Schedule (Anticipated date for bids or negotiated prices, consultant selection for planning or environmental projects, length of construction or design, planning or environmental process)

Grant Application	December 30, 2020	Grant Execution	September 1, 2021
Bid Opening	N/A	Design Commencement	June 1, 2020
Grant Offer	August 1, 2021	Design Completion	February 1, 2022
		Grant Closeout	September 30, 2022

NEPA Environmental Status (With grant application include copy of ROD, FONSI or CATEX letter of approval)

N/A

Date of Last ALP Approval Depicting Proposed Projects

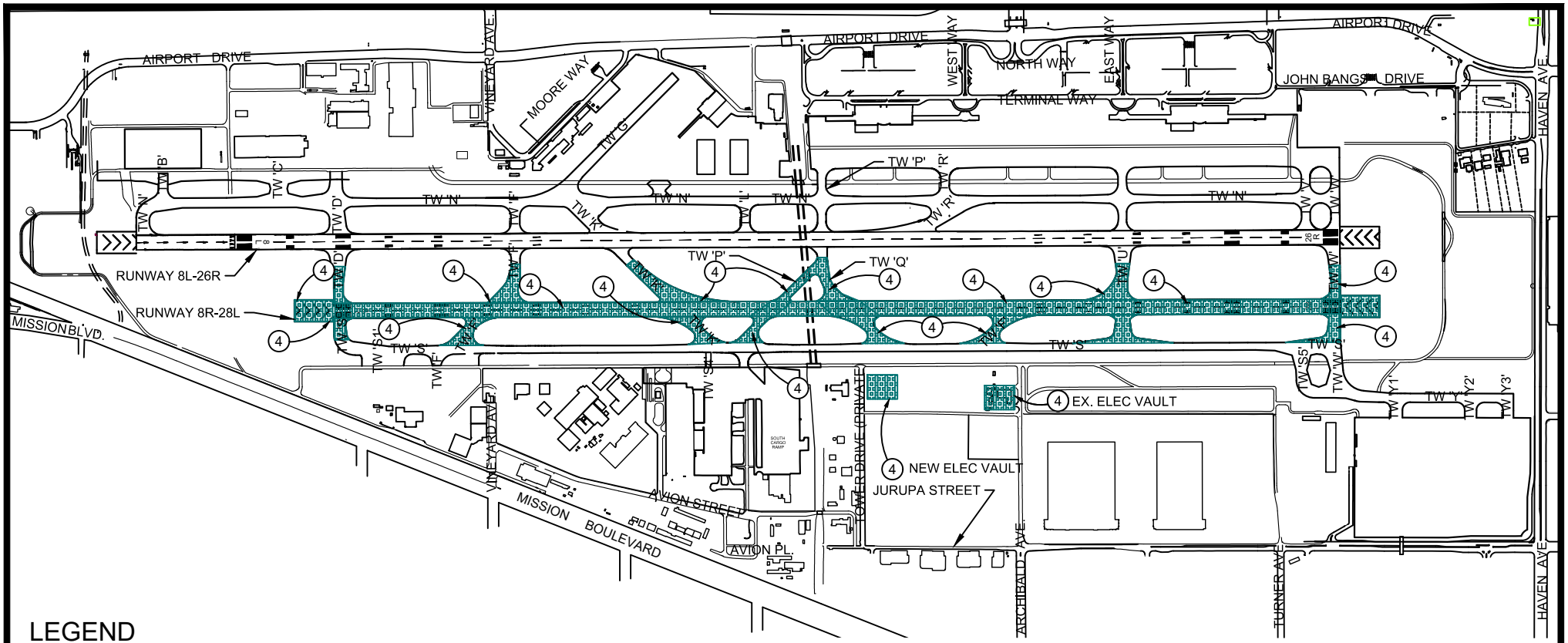
March 7, 2018

Land Title Status & Date of Exhibit "A" Status	Date
Airport owned.	August 24, 2016

Open AIP Funded Projects (include grant number and grant description)		Expected Close-out Date
3-06-0175-041-2018	1) Install RW 26R Lighting (Touchdown Zone) - Phase 1 (Design)	Q3 2021
3-06-0175-041-2018	2) Rehabilitate Taxiway S Phase 1: TW F to Channel (Design)	Q3 2021
3-06-0175-042-2018	1) Terminal 1 Gates 1-3 Apron and Taxilane 'G' Rehabilitation (Construction)	Q1 2020
3-06-0175-042-2018	2) South Cargo Ramp Rehabilitation (Construction)	Q1 2020
3-06-0175-044-2018	1) Development of Airport Pavement Management System	Q4 2020
3-06-0175-045-2019	1) Rehabilitate Taxiway S	Q3 2021
3-06-0175-045-2019	2) Runway 26R Lighting Installation	Q3 2021
3-06-0175-046-2019	1) Exhibit A Property Map, GIS Data Collection, Triggering Event Narrative Report and ALP	Q3 2021

Certification: To the best of my knowledge and belief, all information shown in the ACIP Data Sheet is true and correct and had been duly authorized by the Sponsor.

Michelle R. Brantley, Director of Planning		Michelle Brantley, Director of Planning
Name / Title of Authorized Representative (Print or Type)		Contact Name and Title (Print or Type)
Michelle R Brantley	January 30, 2020	(909) 544-5255
Signature	Date	Contact Phone (Print or Type)



LEGEND

(4) 2021-REHABILITATE RUNWAY 8R-26L AND CONNECTOR TAXIWAYS: DESIGN

N

0 1500 3000

Mead & Hunt

ONT ONTARIO INTERNATIONAL AIRPORT

2021 ACIP

REHABILITATE RUNWAY 8R-26L AND CONNECTOR TAXIWAYS: DESIGN

CHECKED:	CM	DATE	DRAWING NO.
DESIGNED:	SAS	JAN. 2020	4 OF 13
DRAWN:	ELH		

MH PROJECT NO.: 1512800-180958.01

X:\1512800\180958.01\TECH\ACIP\2020-2024\CAD\AIRPORT MAP ACIP_120619.DWG

Airport Name		Ontario International Airport	Fiscal Year 2021		5
Shown On ALP	Project Type*	Project Description	Federal Share	Local Share	Total
No	D	ASR Relocation (Non-AIP)			
		Design / Coordination / Administration (10%)	$0	$1,166,990	$1,166,990
		Construction	$0	$11,669,900	$11,669,900
		Construction Management / Inspection / Monitoring (12.5%)	$0	$1,458,738	$1,458,738
		TOTAL	$0	$14,295,628	$14,295,628

* D - Development; P - Planning; E - Environmental

PROVIDE THE FOLLOWING DETAILED INFORMATION FOR PROJECTS ANTICIPATED WITHIN 1-2 YEARS

Detail Project Description (Square/Lineal Footage or Length/Width)

NPS Purpose / Component / Type: **N/A** **NPR:** **N/A**
Overall Development Objective: **Relocate ASR**
Description:
The Airport Surveillance Radar (ASR) will require relocation to a site to-be-defined in the new ALP.

Project Schedule (Anticipated date for bids or negotiated prices, consultant selection for planning or environmental projects, length of construction or design, planning or environmental process)

Reimbursable Agreement/Process Initiation	March 1, 2020	Grant Execution	N/A
Bid Opening	TBD	Construction Commencement	TBD
Grant Offer	N/A	Construction Completion	November 5, 2025
		Project Closeout	N/A

NEPA Environmental Status (With grant application include copy of ROD, FONSI or CATEX letter of approval)

Pending Application.

Date of Last ALP Approval Depicting Proposed Projects

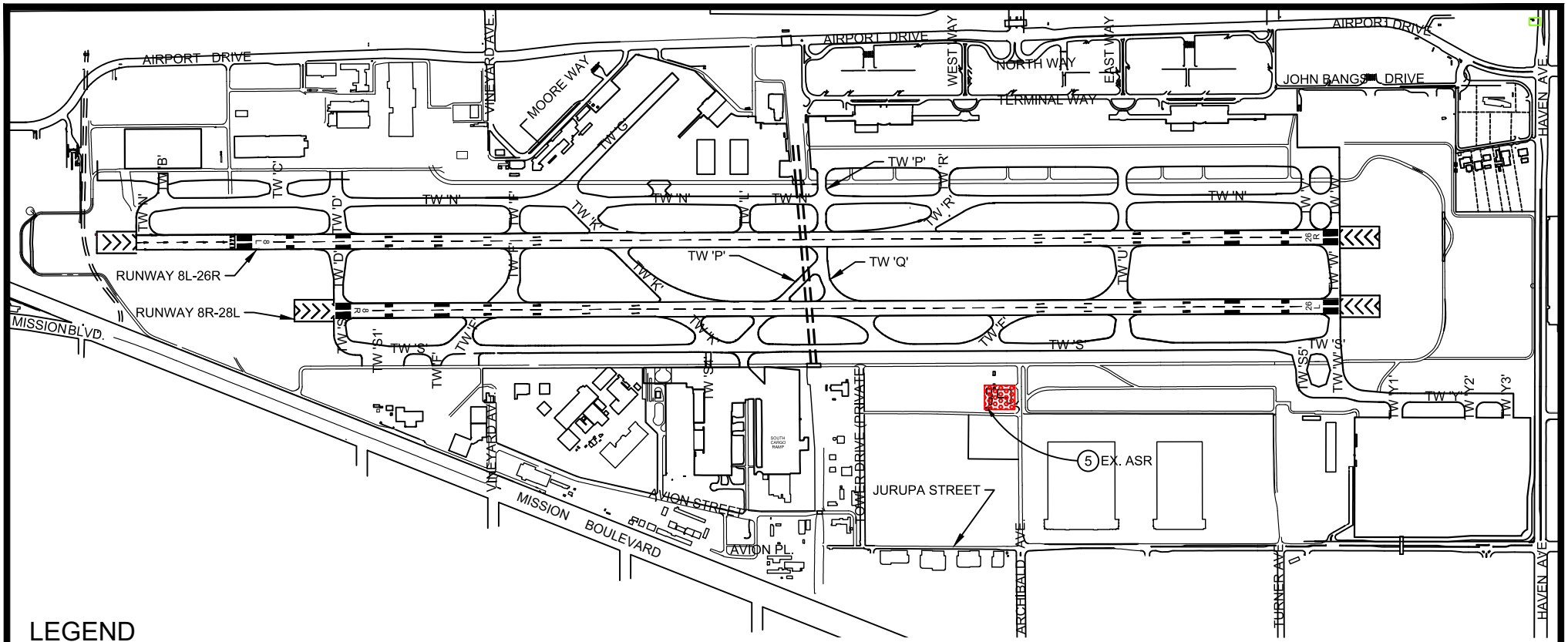
March 7, 2018

Land Title Status & Date of Exhibit "A" Status	Date
Airport owned.	August 24, 2016

Open AIP Funded Projects (include grant number and grant description)		Expected Close-out Date
3-06-0175-041-2018	1) Install RW 26R Lighting (Touchdown Zone) - Phase 1 (Design)	Q3 2021
3-06-0175-041-2018	2) Rehabilitate Taxiway S Phase 1: TW F to Channel (Design)	Q3 2021
3-06-0175-042-2018	1) Terminal 1 Gates 1-3 Apron and Taxilane 'G' Rehabilitation (Construction)	Q1 2020
3-06-0175-042-2018	2) South Cargo Ramp Rehabilitation (Construction)	Q1 2020
3-06-0175-044-2018	1) Development of Airport Pavement Management System	Q4 2020
3-06-0175-045-2019	1) Rehabilitate Taxiway S	Q3 2021
3-06-0175-045-2019	2) Runway 26R Lighting Installation	Q3 2021
3-06-0175-046-2019	1) Exhibit A Property Map, GIS Data Collection, Triggering Event Narrative Report and ALP	Q3 2021

Certification: To the best of my knowledge and belief, all information shown in the ACIP Data Sheet is true and correct and had been duly authorized by the Sponsor.

Michelle R. Brantley, Director of Planning	Michelle R. Brantley, Director of Planning
Name / Title of Authorized Representative (Print or Type)	Contact Name and Title (Print or Type)
Michelle R Brantley	(909) 544-5255
Signature — January 30, 2020 (Date)	Contact Phone (Print or Type)



LEGEND

(5) 2021-ASR RELOCATION (NON-AIP)

N

0 1500 3000

Mead & Hunt

ONT ONTARIO INTERNATIONAL AIRPORT

2021 ACIP

ASR RELOCATION

CHECKED:	CM	DATE	DRAWING NO.
DESIGNED:	SAS	JAN. 2020	5 OF 13
DRAWN:	ELH		

MH PROJECT NO.: 1512800-180958.01

X:\1512800\180958.01\TECH\ACIP\2020-2024\CAD\AIRPORT MAP ACIP_120619.DWG

Airport Name		Ontario International Airport	Fiscal Year 2021		6
Shown On ALP	**Project Type***	**Project Description**	**Federal Share**	**Local Share**	**Total**
No	D	RTR Relocation (Non-AIP)			
		Design / Coordination / Administration (10%)	$0	$318,270	$318,270
		Construction	$0	$3,182,700	$3,182,700
		Construction Management / Inspection / Monitoring (12.5%)	$0	$397,838	$397,838
		TOTAL	$0	$3,898,808	$3,898,808

* D - Development; P - Planning; E - Environmental

PROVIDE THE FOLLOWING DETAILED INFORMATION FOR PROJECTS ANTICIPATED WITHIN 1-2 YEARS

Detail Project Description (Square/Lineal Footage or Length/Width)

NPS Purpose / Component / Type: **N/A** **NPR:** **N/A**
Overall Development Objective: **Relocate RTR**
Description:
The Remote Transmitter/Receiver (RTR) will require relocation to a site to-be-defined in the new ALP. Attached graphic shows preliminary location.

Project Schedule (Anticipated date for bids or negotiated prices, consultant selection for planning or environmental projects, length of construction or design, planning or environmental process)

Reimbursable Agreement/Process Initiation	March 1, 2020	Grant Execution	N/A
Bid Opening	TBD	Construction Commencement	November 5, 2022
Grant Offer	N/A	Construction Completion	November 5, 2023
		Project Closeout	N/A

NEPA Environmental Status (With grant application include copy of ROD, FONSI or CATEX letter of approval)

Pending Application.

Date of Last ALP Approval Depicting Proposed Projects

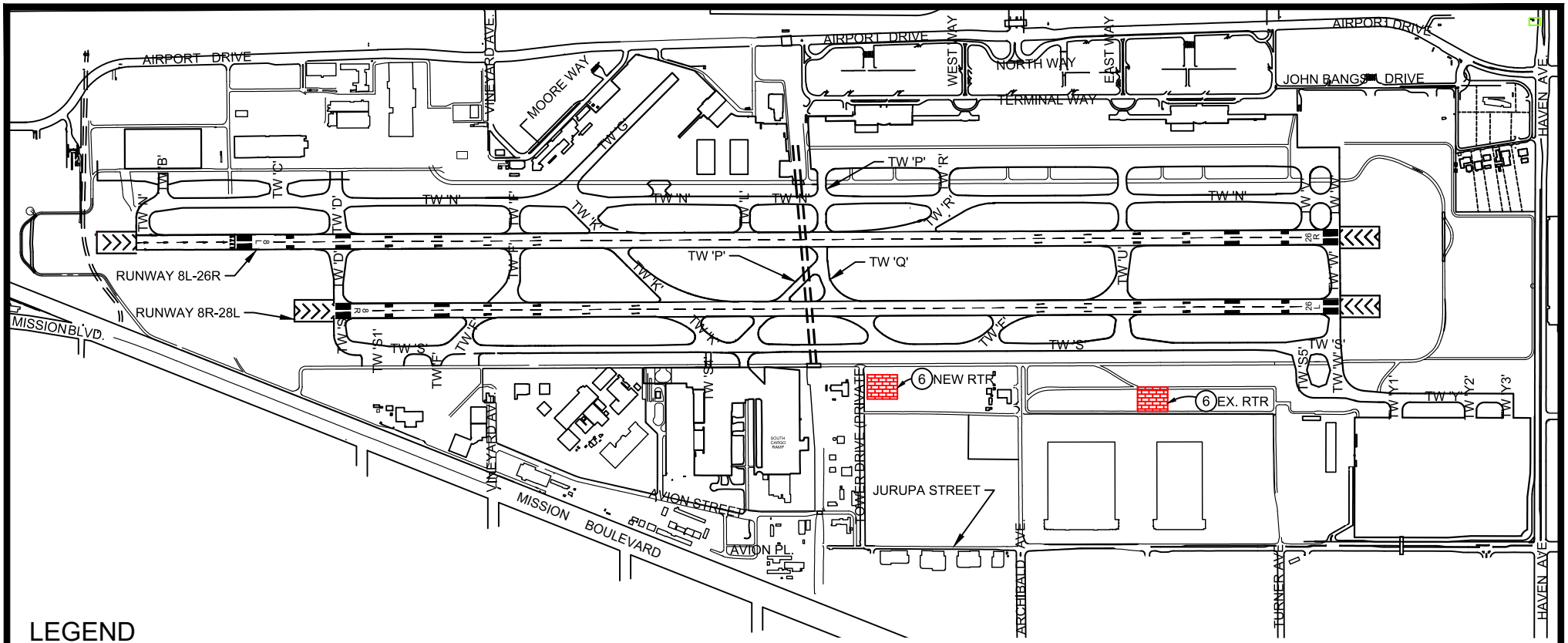
March 7, 2018

Land Title Status & Date of Exhibit "A" Status	Date
Airport owned.	August 24, 2016

Open AIP Funded Projects (include grant number and grant description)		Expected Close-out Date
3-06-0175-041-2018	1) Install RW 26R Lighting (Touchdown Zone) - Phase 1 (Design)	Q3 2021
3-06-0175-041-2018	2) Rehabilitate Taxiway S Phase 1: TW F to Channel (Design)	Q3 2021
3-06-0175-042-2018	1) Terminal 1 Gates 1-3 Apron and Taxilane 'G' Rehabilitation (Construction)	Q1 2020
3-06-0175-042-2018	2) South Cargo Ramp Rehabilitation (Construction)	Q1 2020
3-06-0175-044-2018	1) Development of Airport Pavement Management System	Q4 2020
3-06-0175-045-2019	1) Rehabilitate Taxiway S	Q3 2021
3-06-0175-045-2019	2) Runway 26R Lighting Installation	Q3 2021
3-06-0175-046-2019	1) Exhibit A Property Map, GIS Data Collection, Triggering Event Narrative Report and ALP	Q3 2021

Certification: To the best of my knowledge and belief, all information shown in the ACIP Data Sheet is true and correct and had been duly authorized by the Sponsor.

Michelle R. Brantley, Director of Planning		Michelle R. Brantley, Director of Planning
Name / Title of Authorized Representative (Print or Type)		Contact Name and Title (Print or Type)
Michelle R Brantley	January 30, 2020	(909) 544-5255
Signature	Date	Contact Phone (Print or Type)



LEGEND

(6) 2021-RTR RELOCATION (NON-AIP)

N

0 1500 3000

Mead & Hunt

ONT ONTARIO INTERNATIONAL AIRPORT

2021 ACIP

RTR RELOCATION

CHECKED:	CM	DATE	DRAWING NO.
DESIGNED:	SAS	JAN. 2020	6 OF 13
DRAWN:	ELH		

MH PROJECT NO.: 1512800-180958.01

X:\1512800\180958.01\TECH\ACIP\2020-2024\CAD\AIRPORT MAP ACIP_120619.DWG

Airport Name		Ontario International Airport	Fiscal Year 2022		7
Shown On ALP	**Project Type***	**Project Description**	**Federal Share**	**Local Share**	**Total**
Yes	D	Rehabilitate Runway 8R-26L and Connector Taxiways: Phase 1			
		Construction	$18,708,225	$16,195,671	$34,903,896
		Construction Management / Inspection / Monitoring (15.5%)	$2,899,775	$2,510,329	$5,410,104
		TOTAL	$21,608,000	$18,706,000	$40,314,000

* D - Development; P - Planning; E - Environmental

PROVIDE THE FOLLOWING DETAILED INFORMATION FOR PROJECTS ANTICIPATED WITHIN 1-2 YEARS

Detail Project Description (Square/Lineal Footage or Length/Width)

NPS Purpose / Component / Type: **RE/RW/IM** **NPR: 83**
Overall Development Objective: **Rehabilitate Runway 8R-26L and Connector Taxiways**
Description:
Rehabilitation of Runway 8R-26L and Connector Taxiways (Taxiways D, F, K, P, Q, U, and W) will be an electrical, paving, grading, and marking project. Project also includes the relocation of the southern electrical vault. Runway 8R-26L was constructed in 1981 and will be 42 years old in 2022. Project was identified in the Airport Pavement Management System study and is on the ALP. **Phase 1 is the construction of the connector taxiways and the electrical vault.**
Approximate Area:
Approximate total area for Phases 1 & 2 is 297,200 SY.

Project Schedule (Anticipated date for bids or negotiated prices, consultant selection for planning or environmental projects, length of construction or design, planning or environmental process)

Grant Application	December 30, 2021	Grant Execution	September 1, 2022
Bid Opening	May 1, 2022	Construction Commencement	January 1, 2023
Grant Offer	August 1, 2022	Construction Completion	October 31, 2023
		Grant Closeout	April 30, 2024

NEPA Environmental Status (With grant application include copy of ROD, FONSI or CATEX letter of approval)

Pending application.

Date of Last ALP Approval Depicting Proposed Projects

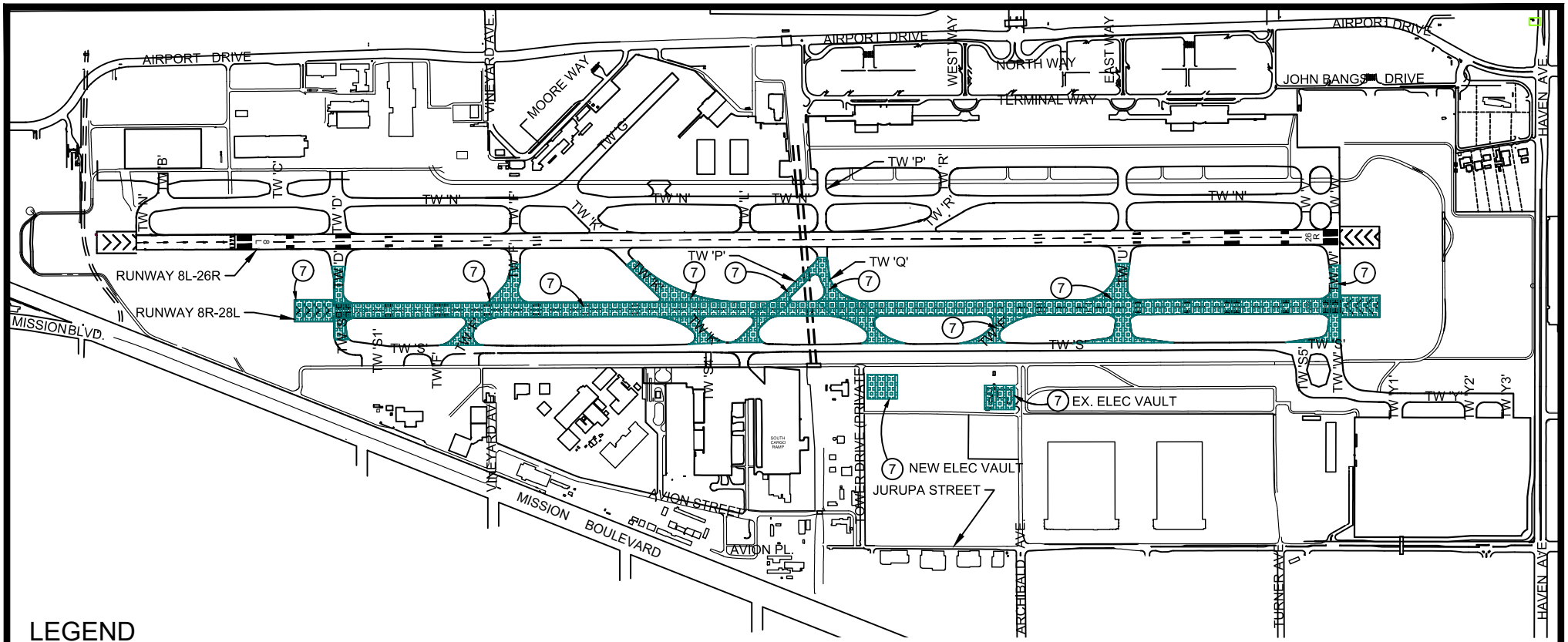
March 7, 2018

Land Title Status & Date of Exhibit "A" Status	Date
Airport owned.	August 24, 2016

Open AIP Funded Projects (include grant number and grant description)		Expected Close-out Date
3-06-0175-041-2018	1) Install RW 26R Lighting (Touchdown Zone) - Phase 1 (Design)	Q3 2021
3-06-0175-041-2018	2) Rehabilitate Taxiway S Phase 1: TW F to Channel (Design)	Q3 2021
3-06-0175-042-2018	1) Terminal 1 Gates 1-3 Apron and Taxilane 'G' Rehabilitation (Construction)	Q1 2020
3-06-0175-042-2018	2) South Cargo Ramp Rehabilitation (Construction)	Q1 2020
3-06-0175-044-2018	1) Development of Airport Pavement Management System	Q4 2020
3-06-0175-045-2019	1) Rehabilitate Taxiway S	Q3 2021
3-06-0175-045-2019	2) Runway 26R Lighting Installation	Q3 2021
3-06-0175-046-2019	1) Exhibit A Property Map, GIS Data Collection, Triggering Event Narrative Report and ALP	Q3 2021

Certification: To the best of my knowledge and belief, all information shown in the ACIP Data Sheet is true and correct and had been duly authorized by the Sponsor.

Michelle R. Brantley, Director of Planning	Michelle R. Brantley, Director of Planning
Name / Title of Authorized Representative (Print or Type)	Contact Name and Title (Print or Type)
Michelle R Brantley — January 30, 2020	(909) 544-5255
Signature — Date	Contact Phone (Print or Type)



LEGEND

(7) 2022-REHABILITATE RUNWAY 8R-26L AND CONNECTOR TAXIWAYS: PHASE 1

N

0 1500 3000

Mead & Hunt

ONT ONTARIO INTERNATIONAL AIRPORT

2022 ACIP

REHABILITATE RUNWAY 8R-26L AND CONNECTOR TAXIWAYS: PH 1

CHECKED:	CM	DATE	DRAWING NO.
DESIGNED:	SAS	JAN. 2020	7 OF 13
DRAWN:	ELH		

MH PROJECT NO.: 1512800-180958.01

X:\1512800\180958.01\TECH\ACIP\2020-2024\CAD\AIRPORT MAP ACIP_120619.DWG

Airport Name		Ontario International Airport	Fiscal Year 2023		8
Shown On ALP	**Project Type***	**Project Description**	**Federal Share**	**Local Share**	**Total**
Yes	D	Rehabilitate Runway 8R-26L and Connector Taxiways: Phase 2			
		Construction	$18,708,225	$19,008,658	$37,716,883
		Construction Management / Inspection / Monitoring (15.5%)	$2,899,775	$2,946,342	$5,846,117
		TOTAL	$21,608,000	$21,955,000	$43,563,000

* D - Development; P - Planning; E - Environmental

PROVIDE THE FOLLOWING DETAILED INFORMATION FOR PROJECTS ANTICIPATED WITHIN 1-2 YEARS

Detail Project Description (Square/Lineal Footage or Length/Width)

NPS Purpose / Component / Type: **RE/RW/IM** **NPR: 83**
Overall Development Objective: **Rehabilitate Runway 8R-26L and Connector Taxiways**
Description:
Rehabilitation of Runway 8R-26L and Connector Taxiways (Taxiways D, F, K, P, Q, U, and W) will be an electrical, paving, grading, and marking project. Runway 8R-26L was constructed in 1981 and will be 42 years old by the beginning of construction is 2022. Project was identified in the Airport Pavement Management System study and is on the ALP. **Phase 2 consists of the rehabilitation of Runway 8R-26L.**
Approximate Area:
Approximate total area for Phases 1 & 2 is 297,200 SY.

Project Schedule (Anticipated date for bids or negotiated prices, consultant selection for planning or environmental projects, length of construction or design, planning or environmental process)

Grant Application	December 30, 2021	Grant Execution	September 1, 2023
Bid Opening	May 1, 2022	Construction Commencement	January 1, 2024
Grant Offer	August 1, 2023	Construction Completion	October 31, 2024
		Grant Closeout	April 30, 2025

NEPA Environmental Status (With grant application include copy of ROD, FONSI or CATEX letter of approval)

Pending application.

Date of Last ALP Approval Depicting Proposed Projects

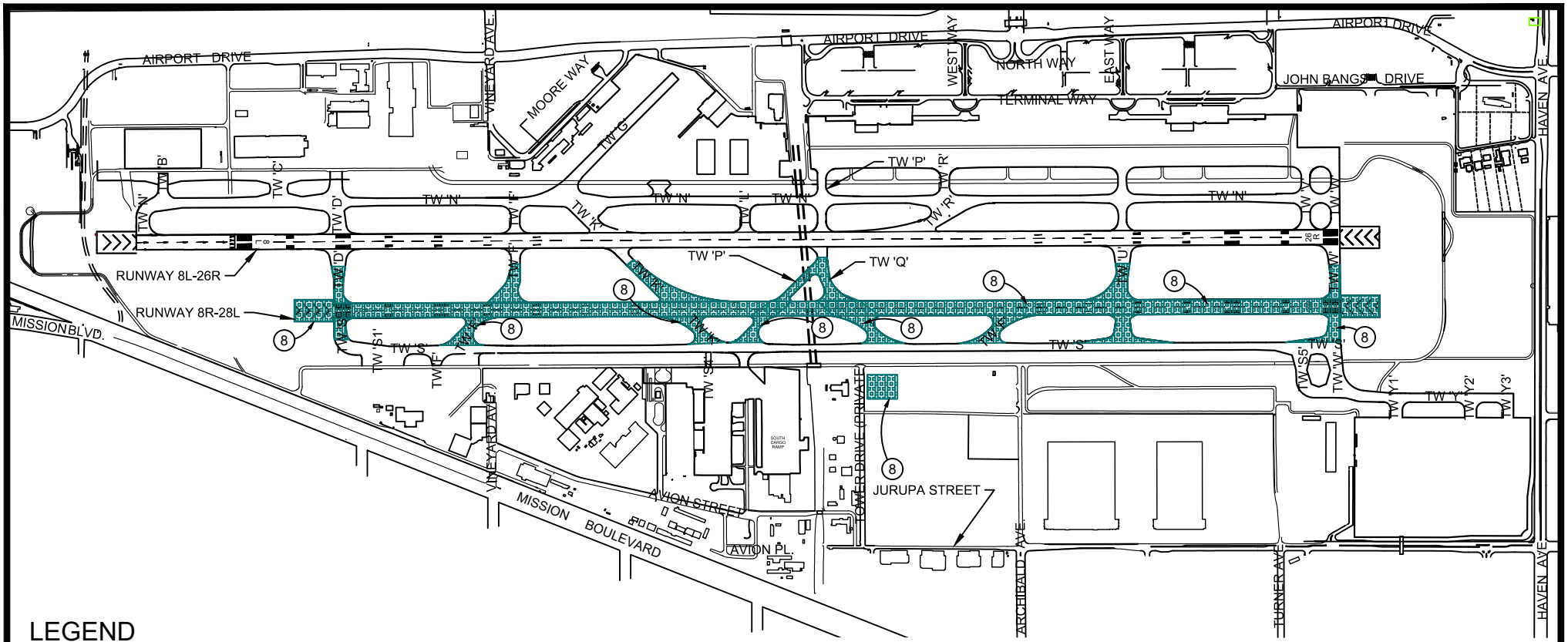
March 7, 2018

Land Title Status & Date of Exhibit "A" Status	Date
Airport owned.	August 24, 2016

Open AIP Funded Projects (include grant number and grant description)		Expected Close-out Date
3-06-0175-041-2018	1) Install RW 26R Lighting (Touchdown Zone) - Phase 1 (Design)	Q3 2021
3-06-0175-041-2018	2) Rehabilitate Taxiway S Phase 1: TW F to Channel (Design)	Q3 2021
3-06-0175-042-2018	1) Terminal 1 Gates 1-3 Apron and Taxilane 'G' Rehabilitation (Construction)	Q1 2020
3-06-0175-042-2018	2) South Cargo Ramp Rehabilitation (Construction)	Q1 2020
3-06-0175-044-2018	1) Development of Airport Pavement Management System	Q4 2020
3-06-0175-045-2019	1) Rehabilitate Taxiway S	Q3 2021
3-06-0175-045-2019	2) Runway 26R Lighting Installation	Q3 2021
3-06-0175-046-2019	1) Exhibit A Property Map, GIS Data Collection, Triggering Event Narrative Report and ALP	Q3 2021

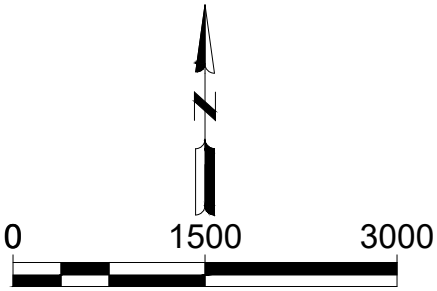
Certification: To the best of my knowledge and belief, all information shown in the ACIP Data Sheet is true and correct and had been duly authorized by the Sponsor.

Michelle R. Brantley, Director of Planning		Michelle R. Brantley, Director of Planning
Name / Title of Authorized Representative (Print or Type)		Contact Name and Title (Print or Type)
Michelle R Brantley	January 30, 2020	(909) 544-5255
Signature	Date	Contact Phone (Print or Type)



LEGEND

(8) 2023-REHABILITATE RUNWAY 8R-26L AND CONNECTOR TAXIWAYS: PHASE 2



Mead & Hunt

ONT ONTARIO INTERNATIONAL AIRPORT

2023 ACIP

REHABILITATE RUNWAY 8R-26L AND CONNECTOR TAXIWAYS: PH 2

CHECKED:	CM	DATE	DRAWING NO.
DESIGNED:	SAS	JAN. 2020	8 OF 13
DRAWN:	ELH		

MH PROJECT NO.: 1512800-180958.01

X:\1512800\180958.01\TECH\ACIP\2020-2024\CAD\AIRPORT MAP ACIP_120619.DWG

Airport Name		Ontario International Airport	Fiscal Year 2023		9
Shown On ALP	**Project Type***	**Project Description**	**Federal Share**	**Local Share**	**Total**
Yes	D	Upgrade Runway 26L ALSF (FAA Funded)			
		Design / Coordination / Administration (10%)	TBD	$0	TBD
		Construction	TBD	$0	TBD
		Construction Management / Inspection / Monitoring (12.5%)	TBD	$0	TBD
		TOTAL	TBD	$0	TBD

* D - Development; P - Planning; E - Environmental

PROVIDE THE FOLLOWING DETAILED INFORMATION FOR PROJECTS ANTICIPATED WITHIN 1-2 YEARS

Detail Project Description (Square/Lineal Footage or Length/Width)

NPS Purpose / Component / Type: **N/A** **NPR:** **N/A**
Overall Development Objective: **Stand-alone project**
Description:
This project would be to upgrade the existing Runway 26L ALSF system, projected to occur before the end of FY 2023. This project would be fully funded by the FAA.

Project Schedule (Anticipated date for bids or negotiated prices, consultant selection for planning or environmental projects, length of construction or design, planning or environmental process)

Process Initiation	February 1, 2020	Grant Execution	TBD
Bid Opening	TBD	Construction Commencement	January 1, 2024
Grant Offer	N/A	Construction Completion	October 31, 2024
		Project Closeout	April 30, 2025

NEPA Environmental Status (With grant application include copy of ROD, FONSI or CATEX letter of approval)

Not applicable.

Date of Last ALP Approval Depicting Proposed Projects

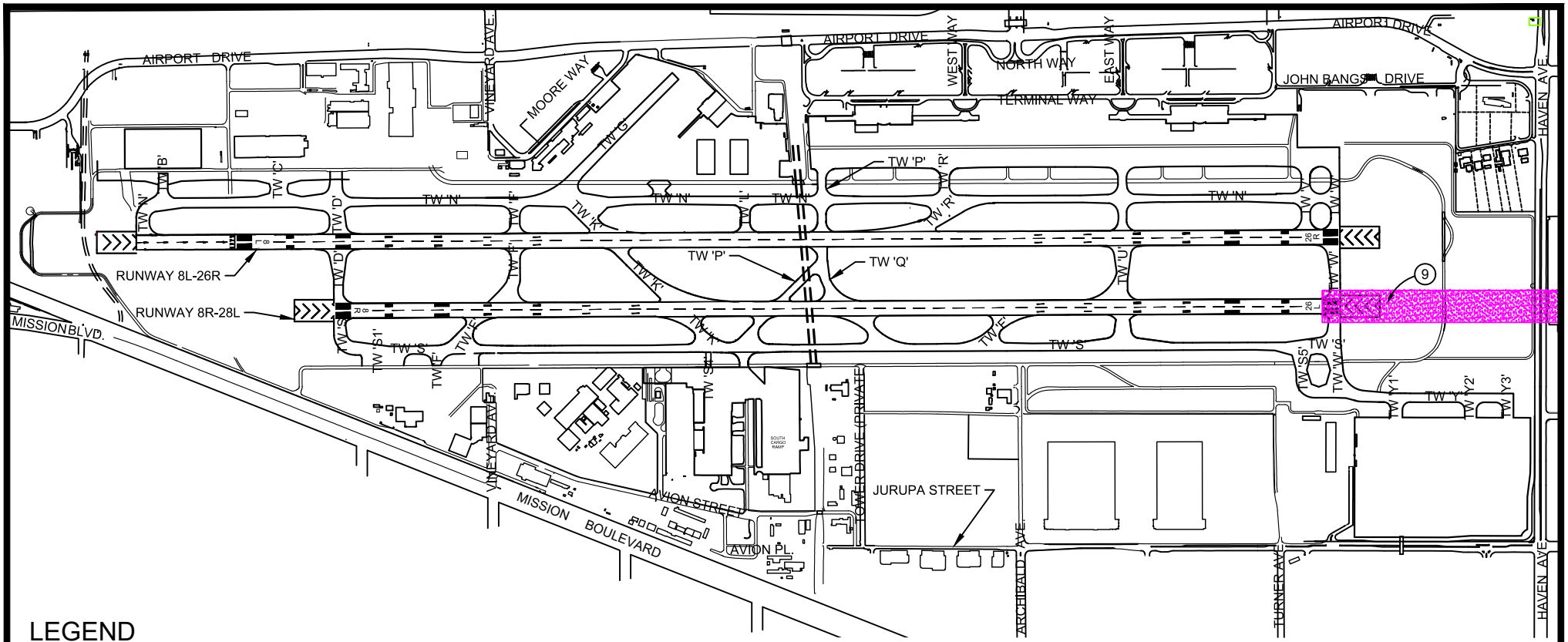
March 7, 2018

Land Title Status & Date of Exhibit "A" Status	Date
Airport owned.	August 24, 2016

Open AIP Funded Projects (include grant number and grant description)		Expected Close-out Date
3-06-0175-041-2018	1) Install RW 26R Lighting (Touchdown Zone) - Phase 1 (Design)	Q3 2021
3-06-0175-041-2018	2) Rehabilitate Taxiway S Phase 1: TW F to Channel (Design)	Q3 2021
3-06-0175-042-2018	1) Terminal 1 Gates 1-3 Apron and Taxilane 'G' Rehabilitation (Construction)	Q1 2020
3-06-0175-042-2018	2) South Cargo Ramp Rehabilitation (Construction)	Q1 2020
3-06-0175-044-2018	1) Development of Airport Pavement Management System	Q4 2020
3-06-0175-045-2019	1) Rehabilitate Taxiway S	Q3 2021
3-06-0175-045-2019	2) Runway 26R Lighting Installation	Q3 2021
3-06-0175-046-2019	1) Exhibit A Property Map, GIS Data Collection, Triggering Event Narrative Report and ALP	Q3 2021

Certification: To the best of my knowledge and belief, all information shown in the ACIP Data Sheet is true and correct and had been duly authorized by the Sponsor.

Michelle R. Brantley, Director of Planning		Michelle R. Brantley, Director of Planning
Name / Title of Authorized Representative (Print or Type)		Contact Name and Title (Print or Type)
Michelle R Brantley	January 30, 2020	(909) 544-5255
Signature	Date	Contact Phone (Print or Type)



LEGEND

(9) 2023-UPGRADE RUNWAY 26L ALSF (FAA FUNDED)

0 1500 3000

Mead & Hunt

ONT ONTARIO INTERNATIONAL AIRPORT

2023 ACIP

UPGRADE RUNWAY 26L ALSF (FAA FUNDED)

CHECKED:	CM	DATE	DRAWING NO.
DESIGNED:	SAS	JAN. 2020	9 OF 13
DRAWN:	ELH		

MH PROJECT NO.: 1512800-180958.01

X:\1512800\180958.01\TECH\ACIP\2020-2024\CAD\AIRPORT MAP ACIP_120619.DWG

Airport Name		Ontario International Airport	Fiscal Year 2024		10
Shown On ALP	**Project Type***	**Project Description**	**Federal Share**	**Local Share**	**Total**
Yes	D	Rehabilitate Runway 8L-26R Lighting and Taxiway Lighting: Phase 1			
		Design / Coordination / Administration (10%)	$823,673	$198,381	$1,022,054
		Construction	$8,236,732	$1,983,807	$10,220,539
		Construction Management / Inspection / Monitoring (12.5%)	$1,029,592	$247,976	$1,277,567
		TOTAL	$10,089,997	$2,430,163	$12,520,160

* D - Development; P - Planning; E - Environmental

PROVIDE THE FOLLOWING DETAILED INFORMATION FOR PROJECTS ANTICIPATED WITHIN 1-2 YEARS

Detail Project Description (Square/Lineal Footage or Length/Width)

NPS Purpose / Component / Type: **RE/RW/LI** **NPR: 83**
Overall Development Objective: **Rehabilitate Runway 8L-26R Lighting and Taxiway Lighting**
Description:
Rehabilitate existing airfield lighting that is over 20 years old, including runway edge lighting, signs, and an upgrade to the existing north airfield vault. Phase 1 is anticipated to be Runway 8L-26R and its connector taxiways 'N', 'D', 'F', 'K', 'L', 'R', 'U', 'V' and 'W' within the RSA. Associated work in the northern airfield electrical vault will be completed as well.

Project Schedule (Anticipated date for bids or negotiated prices, consultant selection for planning or environmental projects, length of construction or design, planning or environmental process)

Grant Application	December 30, 2023	Grant Execution	July 25, 2024
Bid Opening	May 1, 2024	Construction Commencement	September 4, 2024
Grant Offer	June 15, 2024	Construction Completion	December 31, 2024
		Grant Closeout	June 1, 2025

NEPA Environmental Status (With grant application include copy of ROD, FONSI or CATEX letter of approval)

Pending application.

Date of Last ALP Approval Depicting Proposed Projects

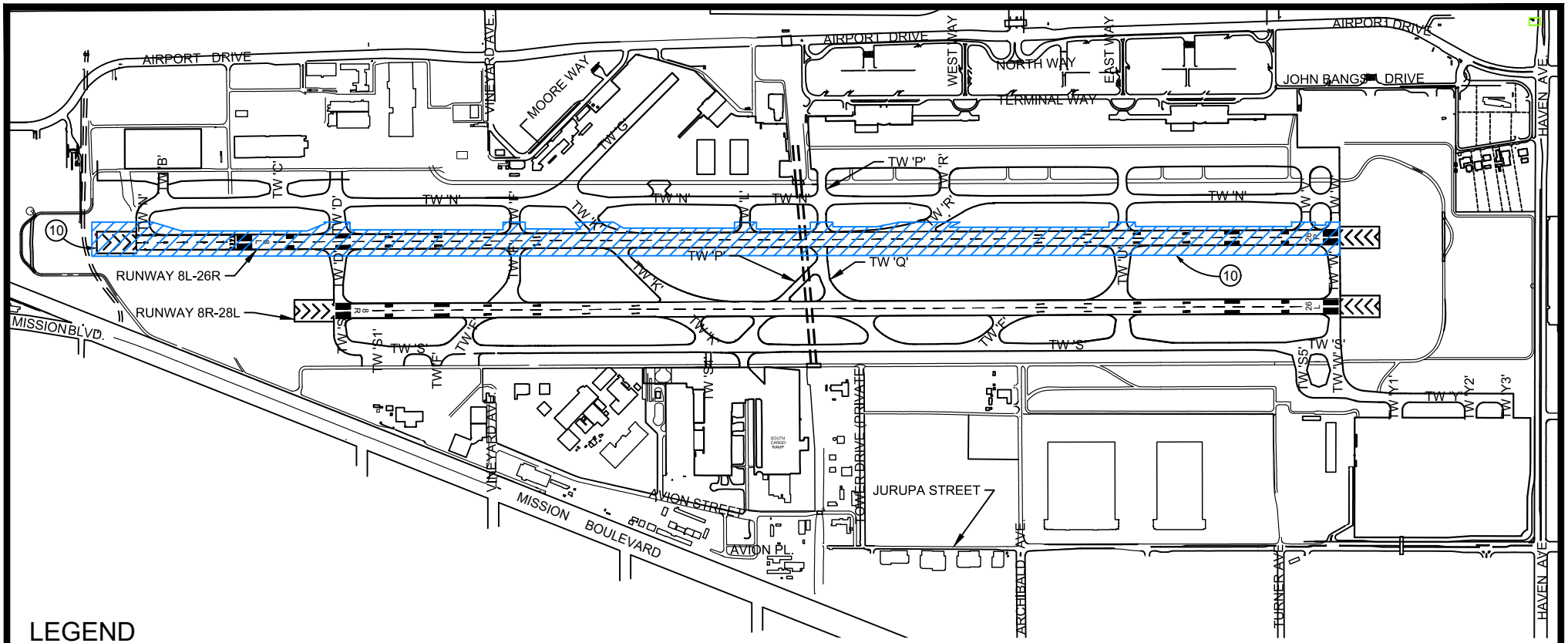
March 7, 2018

Land Title Status & Date of Exhibit "A" Status	Date
Airport owned.	August 24, 2016

Open AIP Funded Projects (include grant number and grant description)		Expected Close-out Date
3-06-0175-041-2018	1) Install RW 26R Lighting (Touchdown Zone) - Phase 1 (Design)	Q3 2021
3-06-0175-041-2018	2) Rehabilitate Taxiway S Phase 1: TW F to Channel (Design)	Q3 2021
3-06-0175-042-2018	1) Terminal 1 Gates 1-3 Apron and Taxilane 'G' Rehabilitation (Construction)	Q1 2020
3-06-0175-042-2018	2) South Cargo Ramp Rehabilitation (Construction)	Q1 2020
3-06-0175-044-2018	1) Development of Airport Pavement Management System	Q4 2020
3-06-0175-045-2019	1) Rehabilitate Taxiway S	Q3 2021
3-06-0175-045-2019	2) Runway 26R Lighting Installation	Q3 2021
3-06-0175-046-2019	1) Exhibit A Property Map, GIS Data Collection, Triggering Event Narrative Report and ALP	Q3 2021

Certification: To the best of my knowledge and belief, all information shown in the ACIP Data Sheet is true and correct and had been duly authorized by the Sponsor.

Michelle R. Brantley, Director of Planning	Michelle R. Brantley, Director of Planning
Name / Title of Authorized Representative (Print or Type)	Contact Name and Title (Print or Type)
Michelle R Brantley — January 30, 2020	(909) 544-5255
Signature — Date	Contact Phone (Print or Type)



LEGEND

(10) 2024-REHABILITATE RUNWAY 8L-26R LIGHTING AND TAXIWAY LIGHTING: PHASE 1

N

0 1500 3000

Mead & Hunt

ONT ONTARIO INTERNATIONAL AIRPORT

2024 ACIP

REHABILITATE RUNWAY 8L-26R
LIGHTING AND TAXIWAY
LIGHTING: PH 1

		DATE	DRAWING NO.
CHECKED:	CM	JAN. 2020	10 OF 13
DESIGNED:	SAS		
DRAWN:	ELH		

MH PROJECT NO.: 1512800-180958.01
X:\1512800\180958.01\TECH\ACIP\2020-2024\CAD\AIRPORT MAP ACIP_120619.DWG

Airport Name		Ontario International Airport	Fiscal Year 2025		11
Shown On ALP	**Project Type***	**Project Description**	**Federal Share**	**Local Share**	**Total**
Yes	D	Rehabilitate Runway 8L-26R Lighting and Taxiway Lighting: Phase 2			
		Design / Coordination / Administration (10%)	$655,926	$157,979	$813,905
		Construction	$6,559,261	$1,579,790	$8,139,050
		Construction Management / Inspection / Monitoring (12.5%)	$819,908	$197,474	$1,017,381
		TOTAL	$8,035,094	$1,935,242	$9,970,337

* D - Development; P - Planning; E - Environmental

PROVIDE THE FOLLOWING DETAILED INFORMATION FOR PROJECTS ANTICIPATED WITHIN 1-2 YEARS

Detail Project Description (Square/Lineal Footage or Length/Width)

NPS Purpose / Component / Type: **RE/RW/LI** **NPR: 83**
Overall Development Objective: **Rehabilitate Runway 8L-26R Lighting and Taxiway Lighting**
Description:
Rehabilitate existing airfield lighting that is over 20 years old, including runway edge lights and signs. Phase 2 is anticipated to be Taxiways 'N', 'S' west of 'Q', and 'Y', as well as the minor connectors to these taxiways. These minor collectors include portions of 'D', 'F', 'K', 'L', 'R', 'S5', and 'W'. Associated work in the northern airfield electrical vault will be completed as well.

Project Schedule (Anticipated date for bids or negotiated prices, consultant selection for planning or environmental projects, length of construction or design, planning or environmental process)

Grant Application	December 30, 2023	Grant Execution	July 25, 2025
Bid Opening	May 1, 2024	Construction Commencement	September 4, 2025
Grant Offer	June 15, 2025	Construction Completion	December 30, 2025
		Grant Closeout	June 30, 2026

NEPA Environmental Status (With grant application include copy of ROD, FONSI or CATEX letter of approval)

Pending application.

Date of Last ALP Approval Depicting Proposed Projects

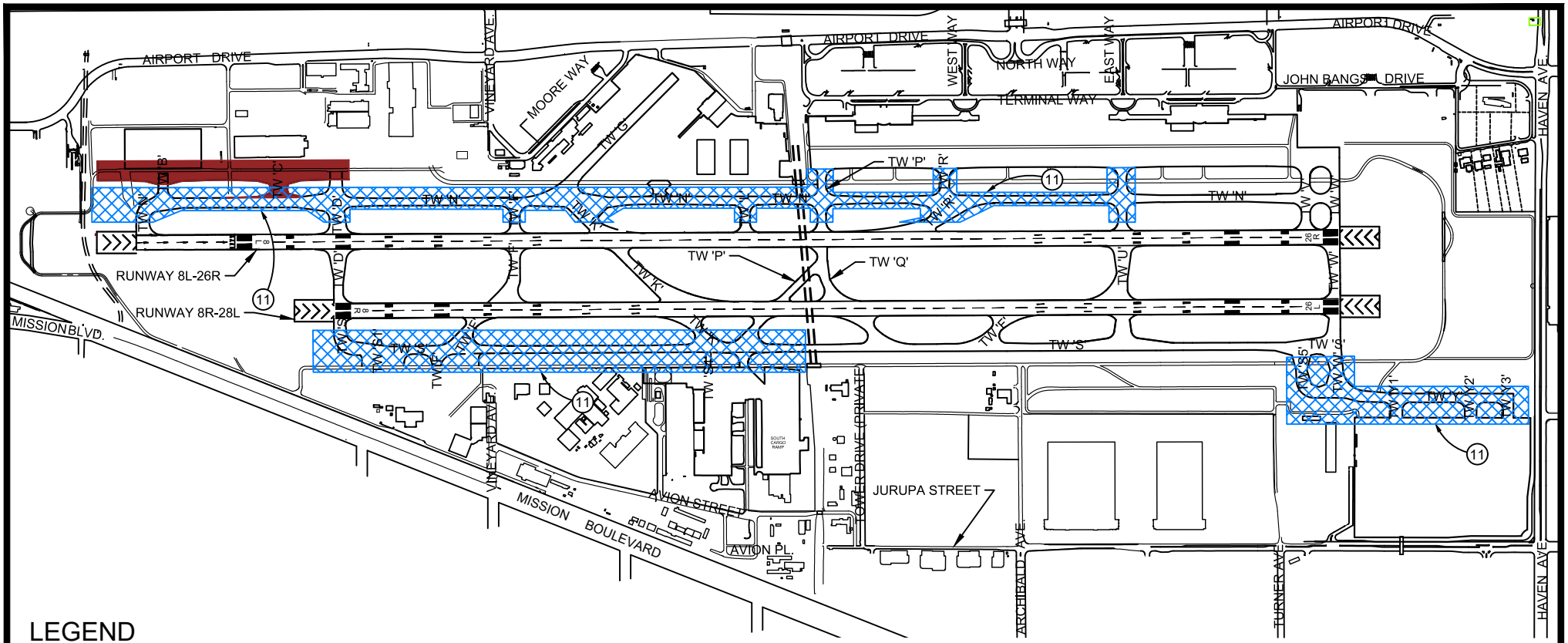
March 7, 2018

Land Title Status & Date of Exhibit "A" Status	Date
Airport owned.	August 24, 2016

Open AIP Funded Projects (include grant number and grant description)		Expected Close-out Date
3-06-0175-041-2018	1) Install RW 26R Lighting (Touchdown Zone) - Phase 1 (Design)	Q3 2021
3-06-0175-041-2018	2) Rehabilitate Taxiway S Phase 1: TW F to Channel (Design)	Q3 2021
3-06-0175-042-2018	1) Terminal 1 Gates 1-3 Apron and Taxilane 'G' Rehabilitation (Construction)	Q1 2020
3-06-0175-042-2018	2) South Cargo Ramp Rehabilitation (Construction)	Q1 2020
3-06-0175-044-2018	1) Development of Airport Pavement Management System	Q4 2020
3-06-0175-045-2019	1) Rehabilitate Taxiway S	Q3 2021
3-06-0175-045-2019	2) Runway 26R Lighting Installation	Q3 2021
3-06-0175-046-2019	1) Exhibit A Property Map, GIS Data Collection, Triggering Event Narrative Report and ALP	Q3 2021

Certification: To the best of my knowledge and belief, all information shown in the ACIP Data Sheet is true and correct and had been duly authorized by the Sponsor.

Michelle R. Brantley, Director of Planning	Michelle R. Brantley, Director of Planning
Name / Title of Authorized Representative (Print or Type)	Contact Name and Title (Print or Type)
Michelle R Brantley — January 30, 2020	(909) 544-5255
Signature — Date	Contact Phone (Print or Type)



LEGEND

(11) 2025-REHABILITATE RUNWAY 8L-26R LIGHTING AND TAXIWAY LIGHTING: PHASE 2

N

0 1500 3000

Mead & Hunt

ONT ONTARIO INTERNATIONAL AIRPORT

2025 ACIP

REHABILITATE RUNWAY 8L-26R
LIGHTING AND TAXIWAY
LIGHTING : PH 2

CHECKED:	CM	DATE	DRAWING NO.
DESIGNED:	SAS	JAN. 2020	11 OF 13
DRAWN:	ELH		

MH PROJECT NO.: 1512800-180958.01
X:\1512800\180958.01\TECH\ACIP\2020-2024\CAD\AIRPORT MAP ACIP_120619.DWG

Airport Name		Ontario International Airport	Fiscal Year 2025		12
Shown On ALP	**Project Type***	**Project Description**	**Federal Share**	**Local Share**	**Total**
Yes	D	Construct Taxiway A: Phase 2 (Non-AIP)			
		Design / Coordination / Administration (10%)	$0	$8,391,621	$8,391,621
		Construction	$0	$83,916,213	$83,916,213
		Construction Management / Inspection / Monitoring (12.5%)	$0	$10,489,527	$10,489,527
		TOTAL	$0	$102,797,360	$102,797,360

* D - Development; P - Planning; E - Environmental

PROVIDE THE FOLLOWING DETAILED INFORMATION FOR PROJECTS ANTICIPATED WITHIN 1-2 YEARS

Detail Project Description (Square/Lineal Footage or Length/Width)

NPS Purpose / Component / Type: **N/A** **NPR:** **N/A**
Overall Development Objective: **Construct Taxiway A**
Description:
The airport will construct the second phase of Taxiway 'A' , from 'Taxiway 'D' to 'F', using non-AIP funds. A future phase will include the extension to the Cucamonga channel.

Project Schedule (Anticipated date for bids or negotiated prices, consultant selection for planning or environmental projects, length of construction or design, planning or environmental process)

Grant Application	N/A	Grant Execution	N/A
Bid Opening	N/A	Construction Commencement	November 4, 2024
Grant Offer	N/A	Construction Completion	December 30, 2025
		Grant Closeout	N/A

NEPA Environmental Status (With grant application include copy of ROD, FONSI or CATEX letter of approval)

Pending application.

Date of Last ALP Approval Depicting Proposed Projects

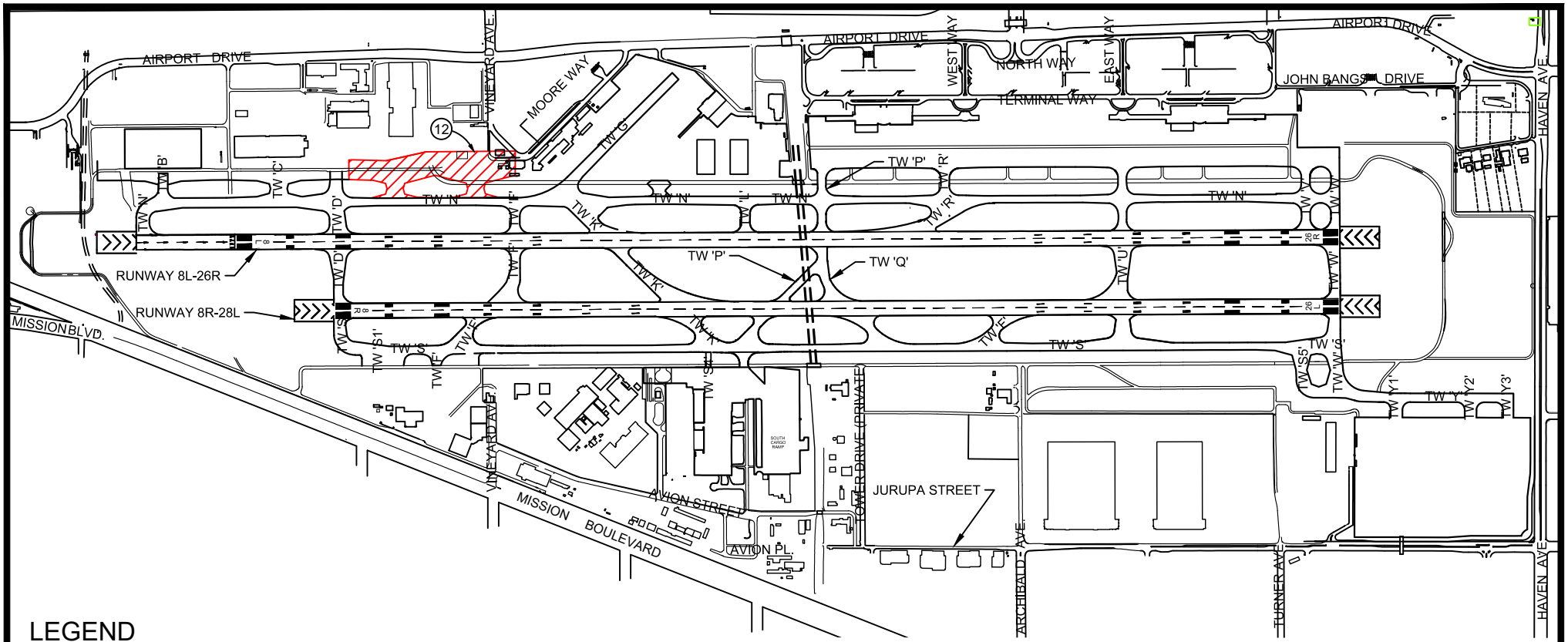
March 7, 2018

Land Title Status & Date of Exhibit "A" Status	Date
Airport owned.	August 24, 2016

Open AIP Funded Projects (include grant number and grant description)		Expected Close-out Date
3-06-0175-041-2018	1) Install RW 26R Lighting (Touchdown Zone) - Phase 1 (Design)	Q3 2021
3-06-0175-041-2018	2) Rehabilitate Taxiway S Phase 1: TW F to Channel (Design)	Q3 2021
3-06-0175-042-2018	1) Terminal 1 Gates 1-3 Apron and Taxilane 'G' Rehabilitation (Construction)	Q1 2020
3-06-0175-042-2018	2) South Cargo Ramp Rehabilitation (Construction)	Q1 2020
3-06-0175-044-2018	1) Development of Airport Pavement Management System	Q4 2020
3-06-0175-045-2019	1) Rehabilitate Taxiway S	Q3 2021
3-06-0175-045-2019	2) Runway 26R Lighting Installation	Q3 2021
3-06-0175-046-2019	1) Exhibit A Property Map, GIS Data Collection, Triggering Event Narrative Report and ALP	Q3 2021

Certification: To the best of my knowledge and belief, all information shown in the ACIP Data Sheet is true and correct and had been duly authorized by the Sponsor.

Michelle R. Brantley, Director of Planning		Michelle R. Brantley, Director of Planning
Name / Title of Authorized Representative (Print or Type)		Contact Name and Title (Print or Type)
Michelle R Brantley	January 30, 2020	(909) 544-5255
Signature	Date	Contact Phone (Print or Type)



LEGEND

(12) 2025-CONSTRUCT TAXIWAY A: PHASE 2 (NON-AIP)

N

0 1500 3000

Mead & Hunt

ONT ONTARIO INTERNATIONAL AIRPORT

2025 ACIP

CONSTRUCT TAXIWAY A: PHASE 2 (NON-AIP)

CHECKED:	CM	DATE	DRAWING NO.
DESIGNED:	SAS	JAN. 2020	12 OF 13
DRAWN:	ELH		

MH PROJECT NO.: 1512800-180958.01

X:\1512800\180958.01\TECH\ACIP\2020-2024\CAD\AIRPORT MAP ACIP_120619.DWG

Airport Name		Ontario International Airport	Fiscal Year 2026-2030		13
Shown On ALP	**Project Type***	**Project Description**	**Federal Share**	**Local Share**	**Total**
Yes	D	2026 - Rehabilitate Taxiway S Phase 2: Channel to Taxiway W	$35,574,750	$8,568,134	$44,142,884
Pending	D	2027 - Reconstruct Taxiway N East of U and Construct Taxiway V Extension to S5	$10,851,040	$2,613,459	$13,464,499
Pending	D	2028 - Construct Taxiway E	$15,772,751	$3,798,847	$19,571,598
Yes	D	2029 - Relocate Taxiway N1 and Rehabilitate Terminals 2, 3 and 4 Aprons Phase 1: Paving and Electrical Improvements	$5,232,274	$1,260,186	$6,492,460
Yes	D	2030 - Rehabilitate Taxiway S1 and F South of Taxiway S Within Movement Area	$2,628,245	$633,010	$3,261,255
		TOTAL	**$70,059,059**	**$16,873,636**	**$86,932,696**

* D - Development; P - Planning; E - Environmental

PROVIDE THE FOLLOWING DETAILED INFORMATION FOR PROJECTS ANTICIPATED WITHIN 1-2 YEARS

Detail Project Description (Square/Lineal Footage or Length/Width)

Overall Development Objective: **Future Projects, 2026-2030**

Description:

This sheet lists projects planned for 2026-2030 and their projected costs.

Project Schedule (Anticipated date for bids or negotiated prices, consultant selection for planning or environmental projects, length of construction or design, planning or environmental process)

Grant Application	N/A	Grant Execution	N/A
Bid Opening	N/A	Construction Commencement	N/A
Grant Offer	N/A	Construction Completion	N/A
		Grant Closeout	N/A

NEPA Environmental Status (With grant application include copy of ROD, FONSI or CATEX letter of approval)

Pending application.

Date of Last ALP Approval Depicting Proposed Projects

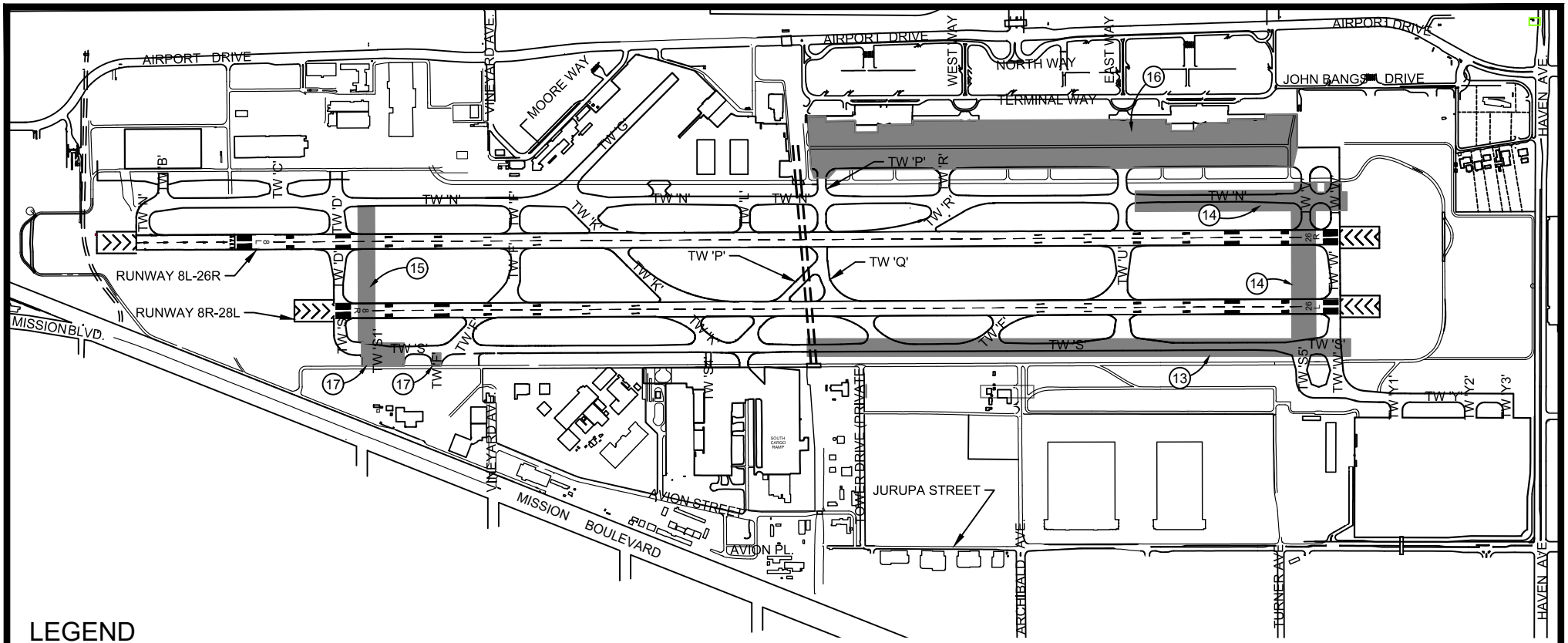
March 7, 2018

Land Title Status & Date of Exhibit "A" Status	Date
Airport owned.	August 24, 2016

Open AIP Funded Projects (include grant number and grant description)		Expected Close-out Date
3-06-0175-041-2018	1) Install RW 26R Lighting (Touchdown Zone) - Phase 1 (Design)	Q1 2020
3-06-0175-041-2018	2) Rehabilitate Taxiway S Phase 1: TW F to Channel (Design)	Q1 2020
3-06-0175-042-2018	1) Terminal 1 Gates 1-3 Apron and Taxilane 'G' Rehabilitation (Construction)	Q2 2020
3-06-0175-042-2018	2) South Cargo Ramp Rehabilitation (Construction)	Q2 2020
3-06-0175-044-2018	1) Development of Airport Pavement Management System	Q4 2021
3-06-0175-045-2019	1) Rehabilitate Taxiway S	Q3 2021
3-06-0175-045-2019	2) Runway 26R Lighting Installation	Q3 2021
3-06-0175-046-2019	1) Exhibit A Property Map, GIS Data Collection, Triggering Event Narrative Report and ALP	Q3 2021

Certification: To the best of my knowledge and belief, all information shown in the ACIP Data Sheet is true and correct and had been duly authorized by the Sponsor.

Michelle R. Brantley, Director of Planning		Michelle R. Brantley, Director of Planning
Name / Title of Authorized Representative (Print or Type)		Contact Name and Title (Print or Type)
Michelle R Brantley	January 30, 2020	(909) 544-5255
Signature	Date	Contact Phone (Print or Type)



LEGEND

13. 2026-REHABILITATE TAXIWAY S PHASE 2: CHANNEL TO TAXIWAY W
14. 2027-RECONSTRUCT TAXIWAY N EAST OF TAXIWAY U AND CONSTRUCT TAXIWAY V EXTENSION TO S5
15. 2028-CONSTRUCT TAXIWAY E
16. 2029-RELOCATE TAXIWAY N1 AND REHABILITATE TERMINALS 2, 3, AND 4 APRONS PHASE 1: PAVING AND ELECTRICAL IMPROVEMENTS
17. 2030-REHABILITATE TAXIWAY S1 AND F SOUTH OF TAXIWAY S WITHIN MOVEMENT AREA

N

0 1500 3000

Mead & Hunt

ONT ONTARIO INTERNATIONAL AIRPORT

2026-2030 ACIP
PROJECTS IN OUTLYING YEARS

CHECKED:	CM	DATE	DRAWING NO.
DESIGNED:	SAS	JAN. 2020	13 OF 13
DRAWN:	ELH		

MH PROJECT NO.: 1512800-180958.01
X:\1512800\180958.01\TECH\ACIP\2020-2024\CAD\AIRPORT MAP ACIP_120619.DWG

Appendix K-3

FAA, "Overview: What is AIP? – Airports"

An official website of the United States government Here's how you know

The latest general information on the Coronavirus (COVID-19) is available on . For FAA-specific COVID-19 resources, please visit .

United States Department of Transportation

Federal Aviation Administration

Overview: What is AIP? – Airports

On this Page …

- What Is the Airport Improvement Program?
- How Much of the Project Cost Does the Grant Cover?
- What Airports are Eligible?
- What Types of Projects Are Eligible?
- What Are the Obligations for Accepting AIP Funds?
- How Does FAA Determine Which Projects Will Receive AIP Funds?
- What is the History of the AIP?

What Is the Airport Improvement Program?

The Airport Improvement Program (AIP (Airport Improvement Program)) provides grants to public agencies — and, in some cases, to private owners and entities — for the planning and development of public-use airports that are included in the National Plan of Integrated Airport Systems (NPIAS (National Plan of Integrated Airport Systems)). See the AIP Glossary for a description of AIP-related terms.

How Much of the Project Cost Does the Grant Cover?

For large and medium primary hub airports, the grant covers 75 percent of eligible costs (or 80 percent for noise program implementation). For small primary, reliever, and general aviation airports, the grant covers a range of 90-95 percent of eligible costs, based on statutory requirements. Please contact your local Airports Office for more details.

What Airports are Eligible?

AIP grants for planning, development, or noise compatibility projects are at or associated with individual public-use airports (including heliports and seaplane bases). A public-use airport is an airport open to the public that also meets the following criteria:

- Publicly owned, or
- Privately owned but designated by FAA as a reliever, or
- Privately owned but having scheduled service and at least 2,500 annual enplanements.

Further, to be eligible for a grant, an airport must be included in the NPIAS. The NPIAS, which is prepared and published every 2 years, identifies public-use airports that are important to public transportation and contribute to the needs of civil aviation, national defense, and the Postal service.

Recipients of grants are referred to as "sponsors." The description of eligible grant activities is described in the authorizing legislation and relates to capital items serving to develop and improve the airport in areas of safety, capacity, and noise compatibility. In addition to these basic principles, a sponsor must be legally, financially, and otherwise able to carry out the assurances and obligations contained in the project application and grant agreement.

Finally, sponsors planning to acquire AIP-funded NavAids and/or AWOS must coordinate closely with the FAA Non-Federal Program, from the beginning of the planning process.

What Types of Projects Are Eligible?

Eligible projects include those improvements related to enhancing airport safety, capacity, security, and environmental concerns. In general, sponsors can get AIP funds for most airfield capital improvements or rehabilitation projects and in some specific situations, for terminals, hangars, and nonaviation development. Certain professional services that are necessary for eligible projects (such as planning, surveying, and design) can also be eligible. The FAA must be able to determine that the projects are justified based on civil aeronautical demand. The projects must also meet Federal environmental and procurement requirements.

Projects related to revenue producing facilities may be eligible at non-primary airports if the airport has already satisfactorily addressed all airside needs and the improvement will increase revenue for the airport.

Projects related to airport operations are not eligible for funding. Operational costs - such as salaries, equipment, and supplies - are also not eligible for AIP grants.

The table below lists typical examples of eligible and ineligible projects; the list is not exhaustive. Questions about AIP eligibility should be directed to the appropriate Regional Airports Office.

Examples of Eligible Versus Ineligible AIP Projects	
Eligible Projects	**Ineligible Projects**
Runway construction/rehabilitation	Maintenance equipment and vehicles
Taxiway construction/rehabilitation	Office and office equipment
Apron construction/rehabilitation	Fuel farms*
Airfield lighting	Landscaping
Airfield signage	Artworks
Airfield drainage	Aircraft hangars*
Land acquisition	Industrial park development
Weather observation stations (AWOS)	Marketing plans
NAVAIDs such as REILs and PAPIs	Training
Planning studies	Improvements for commercial enterprises
Environmental studies	Maintenance or repairs of buildings
Safety area improvements	
Airport layout plans (ALPs)	
Access roads only located on airport property	

Eligible Projects	Ineligible Projects
Removing, lowering, moving, marking, and lighting hazards	
Glycol Recovery Trucks/Glycol Vacuum Trucks** **(11/29/2007)**	

---

*May be conditionally eligible at non-primary airports. Contact your local Airport District or Regional Office for more information.

**To be eligible, the vehicles must be owned and operated by the Airport and meet the Buy American Preference specified in the AIP grant. Contact your local Airport District or Regional Office for more information.

In addition, the following must also apply for FAA to consider a project for AIP funding:

- The project sponsorship requirements have been met.
- The project is reasonably consistent with the plans of planning agencies for the development of the area in which the airport is located.
- Sufficient funds are available for the portion of the project not paid for by the Federal Government.
- The project will be completed without undue delay.
- The airport location is included in the current version of the NPIAS.
- The project involves more than $25,000 in AIP funds.
- The project is depicted on a current airport layout plan approved by FAA.

What Are the Obligations for Accepting AIP Funds?

Airports sponsors who accept a grant offer are also accepting conditions and obligations associated with the grant assurances. These include obligations to operate and maintain the airport in a safe and serviceable condition, not grant exclusive rights, mitigate hazards to airspace, and use airport revenue properly.

How Does FAA Determine Which Projects Will Receive AIP Funds?

Because the demand for AIP funds exceeds the availability, FAA bases distribution of these funds on present national priorities and objectives. AIP funds are typically first apportioned into major entitlement categories such as primary, cargo, and general aviation. Remaining funds are distributed to a discretionary fund. Set-aside projects (airport noise and the Military Airport Program) receive first attention from this discretionary distribution. The remaining funds are true discretionary funds that are distributed according to a national prioritization formula.

What is the History of the AIP?

To promote the development of a system of airports to meet the Nation's needs, the Federal Government embarked on a grants-in-aid program to units of state and local governments shortly after the end of World War II. The early program, the Federal-Aid Airport Program (FAAP) was authorized by the Federal Airport Act of 1946 and drew its funding from the general fund of the U.S. Treasury.

In 1970, a more comprehensive program was established with the passage of the Airport and Airway Development Act of 1970. This Act provided grants for airport planning under the Planning Grant Program (PGP) and for airport development under the Airport Development Aid Program (ADAP). These programs were funded from a newly established Airport and Airway Trust Fund, into which were deposited revenues from several aviation-user taxes on such items as airline fares, air freight, and aviation fuel. The authority to issue grants under these two programs expired on September 30, 1981. During this 11-year period, 8,809 grants totaling $4.5 billion were approved.

The current program, known as the Airport Improvement Program (AIP), was established by the Airport and Airway Improvement Act of 1982 (Public Law 97-248). Since then, the AIP has been amended several times, most recently with the passage of the FAA Modernization and Reform Act of 2012. Funds obligated for the AIP are drawn from the Airport and Airway Trust fund, which is supported by user fees, fuel taxes, and other similar revenue sources.

Read a more complete AIP History (PDF).

Page last modified: November 02, 2021 5:47:19 PM EDT

Appendix K-4

Email from FAA to OIAA, "Ontario Int' Airport (ONT) – ACIP (Additional Info Request), March 19, 2020

Smith, Jeffrey

From: Brantley, Michelle
Sent: Thursday, March 19, 2020 2:03 PM
To: Williams, Darlene (FAA); Owens, Keith; Smith, Jeffrey; Chuck McCormick
Cc: Richardson, Al (FAA); Samad, Sam (FAA)
Subject: RE: Ontario Int'l Airport (ONT) - ACIP (Additional Info Request)

Thanks Darlene! We'll work on this and get back to you. Thanks again!

Michelle Brantley
Director of Planning
M: 909.227.3055 | **O:** 909.544.5255
mbrantley@flyontario.com | @flyONT

From: Williams, Darlene (FAA) <Darlene.Williams@faa.gov>
Sent: Thursday, March 19, 2020 1:51 PM
To: Brantley, Michelle <MBrantley@flyontario.com>
Cc: Richardson, Al (FAA) <Al.Richardson@faa.gov>; Samad, Sam (FAA) <Sam.Samad@faa.gov>
Subject: Ontario Int'l Airport (ONT) - ACIP (Additional Info Request)

Michele,

You probably have this information available. On a separate sheet could you provide us (FAA) with the following information starting with ACIP year 2021. We would like to rehabilitate the entire runway at one time and the same for the connector taxiways, but there may not be enough funds to do both in one grant year so we may need to break up the elements. Give us the dimensions and pavement condition index (PCI) in 2021 only. If you have any questions, give me a call or send me an email.

2021 Phase 1, Design

Project	Dimensions	PCI	Federal Share
Rehabilitation of Runway 8R-26L			$
Connector Taxiway D			
Connector Taxiway F			
Connector Taxiway K			
Connector Taxiway P			
Connector Taxiway Q			
Connector Taxiway U			
Connector Taxiway W			$
		Total	**$8,059,000**

2022 Phase 2, Construction

Project	Federal Share
Rehabilitation of Runway 8R-26L	$

2023 Phase 3, Construction

Project	**Federal Share**
Rehabilitate Taxiway (Connectors) D, F, K, P, Q, U, W	$

Darlene Williams
Airport Planner/PFC Specialist
Federal Aviation Administration
Los Angeles Airports District Office
777 S. Aviation Boulevard, Suite 150
El Segundo, CA 90245
(424) 405-7279
darlene.williams@faa.gov

Appendix K-5

Construction Workforce Labor Shortages References

CONSTRUCTION LABOR SHORTAGE WEBSITE/DOCUMENT REFERENCES

KTVU FOX 2 News, "California Construction Workers in Short Supply," 6/9/2021, https://www.ktvu.com/news/california-construction-workers-in-short-supply

The Construction Association, "Skilled Labor Shortage is Contributing to Construction Services Costs," 3/8/22. Skilled Labor Shortage is Contributing to Construction Services Costs, Marcum LLP Says | Rental Equipment Register (rermag.com)

The Registry Southern California Real Estate, "Report: Material, Labor Shortages Continue to Affect Construction Industry," 10/7/21, Report: Material, Labor Shortages Continue to Affect Construction Industry - The Registry SoCal Real Estate News

Cumming Management Group, "U.S. Construction Market, Los Angeles, Orange County, CA, Market Snapshot Q1 – 2022," https://ccorpinsights.com/wp-content/uploads/2022/03/CCORP22Q1_MarketOverview-LA.pdf

Competitive Edge Insurance, WHAT TO EXPECT FROM CHANGING CONTRACTOR COSTS, 11/8/2021, What to Expect from Changing Contractor Costs - Competitive Edge Insurance (compedgeins.com)

California State University San Bernardino, "2022 Mobility Dialog Series," website, February 2022, https://www.csusb.edu/leonard-transportation-center/conversations

Competitive Edge Insurance, "How the California Labor Shortage is Affecting the Construction Industry," 12/12/21, How the California Labor Shortage Is Affecting the Construction Industry - Competitive Edge Insurance (compedgeins.com)

Inland Empire Regional Planning Unit, "Inland Empire 2021 2024 Regional Workforce Development Plan," April 2021. https://wp.sbcounty.gov/workforce/wp-content/uploads/sites/5/2021/08/IE-Regional-Plan-FINAL.pdf

Galf and Berger LLP"How Serious is the Shortage in the Construction Industry?" August 2, 2021 https://www.galfandberger.com/2021/08/03/labor-shortage-construction-industry/.

Watch Live

California construction workers in short supply

By Tom Vacar | **Published** June 9, 2021 | Coronavirus in the Bay Area | KTVU FOX 2

California construction workers in short supply

California's construction industry is feeling a labor shortage that could slow down the state's economic recovery.

MARIN COUNTY, Calif. - California's economy is poised for a post-COVID comeback even faster than the rest of the nation. But one obstacle could be standing in the way: a lack of available workers. The construction industry, in particular, is feeling that shortfall.

In the North Bay alone 40,000 more homes are needed just to catch up and meet demand.

Sponsored Links

Unsold Alaska Cruise Cabins Are Almost Being Given Away: See Prices
Alaska Cruise Deals | sponsored searches

Scarborough: Immaculate Unsold Cars Now Almost Being Given Away: See Prices
SUV Deals | Search Ads

Ditch Cooking - America's Top Chefs Are Sending Meals to Your Door
foodie-bloggers.com/

Most Affordable Camper Vans
Camper Van Warehouse | Search Ads

Though the pandemic slightly slowed down construction work, worker shortages remain rampant.

"The situation is dire. There was a worker shortage before the pandemic and before our tragic fires from three years ago. It was bad then as a problem. Now, it's a full fledged crisis," said CEO Keith Woods/North Coast Builders Exchange.

As a result, housing growth will slow.

"There's very few weeks that go by that our organization doesn't hear from our thousand plus members about workers. ‘Do you have any workers? Entry level? Experienced?’ They are really in short supply," said Mr. Woods.

Many parents discourage their children to take up construction careers and there are far too few women. Though some contractors will hire to train, the Builder's Exchange has two programs to get people shovel ready in an industry where the pay starts higher and goes up quicker.

"For every five workers retiring, only one coming in," said Builders Exchange Workforce Development Director Robin Bartholow.

Ms. Bartholow heads up the North Bay Construction Corps, a program for high school seniors.

"Building skills that we know are really important to entry level employees and so we work with then over the four and a half to five moths to instill those basic skills like how to read a tape measure, basic construction math, how to use power tools," said Bartholow.

The Exchange also works closely with Santa Rosa Junior College to teach more sophisticated skills, techniques and technologies, to speed placement and career advancement.

But many workers are needed right this second.

"I would pay a ridiculous amount of money to get a qualified person in here. I would hire 15 people today," said contractor Michael Wolff who also says ads produced no results and many qualified workers prefer to stay at home on stimulus or double dip by working under the table.

"Unless you have a strong work ethic and a desire to get out there and do something, why would you?" said Mr. Wolff.

The shortage will last for quite some time, giving earlier seniority to those who enter now.

Ad Content by Taboola |

Doctor Tells: Do You Have Too Much Belly Fat? (Eat This Before Bed)

Sponsored | Gundry MD

These Cars Are So Loaded It's Hard to Believe They're So Cheap

Sponsored | Luxury SUVs | Search Ads

This material may not be published, broadcast, rewritten, or redistributed. ©2022 FOX Television Stations

LATEST FROM CONTRACTOR NEWS





NEWS & ANALYSIS > CONTRACTOR NEWS

Skilled Labor Shortage is Contributing to Construction Services Costs, Marcum LLP Says

March 8, 2022

The construction industry continues to face a skilled labor shortage, with worker scarcity exacerbated since the onset of the pandemic, said Marcum LLP's annual analysis of the Bureau of Labor Statistics' Job Openings and Labor Turnover Survey.

Posted Michael Roth

The construction

Co
Ne

industry



SP
CO
Th
67
SE
Lea

continues to face a skilled labor shortage, with worker scarcity exacerbated since the onset of the pandemic, said Marcum LLP's annual analysis of the Bureau of Labor Statistics' Job Openings and Labor Turnover Survey (JOLTS). The resulting surge in construction wages, combined with climbing materials prices, has produced significant increases in the cost of delivering construction services.



No
Co
Sp
Oc
Co



Re
St
Co
Sep
Co
Ne



No
Co
En
Jul
Co

The 2021 Marcum JOLTS Analysis was produced by Marcum's National Construction Services Group.



Co
Jol
La
Jun
Co
Ne

Under the banner *Construction Workers Are Scarce, Aging and Really Popular,* Marcum's chief construction economist, Dr. Anirban Basu, details hiring trends, quit rates, and the economic environment shaping the demand for labor in the residential and nonresidential construction sectors.



Yo
No
So
Jun
Co
Ne

"The pandemic resulted in a 14.5 percent decline in construction employment from February to April of 2020," said Basu. "Rather than helping the situation, that further exacerbated industry challenges by persuading some workers to enter retirement earlier than anticipated

and inducing others to seek employment in other industries, including those that offer the ability to work remotely and/or on flexible schedules."

The construction industry currently faces a historical level of unfilled jobs. On average in 2021, 4.4 percent of construction jobs were unfilled. "That was easily the highest proportion over the course of the two decades that the Bureau of Labor Statistics has monitored such things," Basu noted. "The share of unfilled jobs expanded over the course of last year, rising from 3.9 percent in January to 5.7 percent by October."

Labor Shortages and Demographics Jeopardize Industry Recovery

These labor shortages have resulted in rising wages as contractors compete for workers. Over the past 12 months, construction wages climbed 5.1 percent, increasing $0.19 in January 2022 alone. "Construction input prices have also raced higher. Not only does that squeeze industry margins, it jeopardizes industry recovery altogether by causing certain project owners to delay or cancel projects because of elevated bids," Basu said.

The median age of construction workers has risen in recent years, and more construction workers than ever consider themselves general construction laborers. "This suggests that the industry doesn't simply face a worker shortage, it faces a skills shortage," added Basu. "While

these dynamics predated the pandemic, they have become especially apparent over the past two years. Above all, this threatens industry profitability as well as creating circumstances that could result in widespread firm failure."

There is some good news, however. "With inflationary prices rising and stimulus payments increasingly in the rearview mirror, more people are reentering the workforce," said Basu. "Construction is no exception. By December 2021, the proportion of positions that remained unfilled had declined to 4.3 percent, though that remains well above the 2.5 percent average that prevailed during the decade preceding the pandemic."

To download the full report and for more information, visit www.marcumllp.com.



SPONSORED CONTENT

THE NEW 670SJ SELF-LEVELING BOOM CUTS THE PREP WORK

The new 670SJ automatically self-levels on slopes up to 10 Degrees in any direction, even at its full 67-ft platform height. Cribbing? Grading? Cut the costly prep work. Just get to work. Visit SelfLevelingBoom.com to see all the features in action.

Learn More

VOICE YOUR OPINION!

This site requires you to register or login to post a comment.

Email Address*

By submitting this form and personal information, you understand and agree that the information provided here will be processed, stored and used to provide you with the requested services in accordance with Endeavor Business Media's Terms of Service and Privacy Policy.

As part of our services, you agree to receive magazines, e-newsletters and other communication about related offerings from Endeavor Business Media, its brands, affiliates and/or third-party partners consistent with Endeavor's Privacy Policy. Contact us at emailsolutions@endeavorb2b.com or by mail to Endeavor Business Media, LLC, 331 54th Avenue N., Nashville, TN 37209.

You can unsubscribe from our communications at any time by emailing emailsolutions@endeavorb2b.com.

Continue

No comments have been added yet. Want to start the conversation?

Sign up for Rental Equipment Register eNewsletters

Email Address

SIGN UP

Load More Content

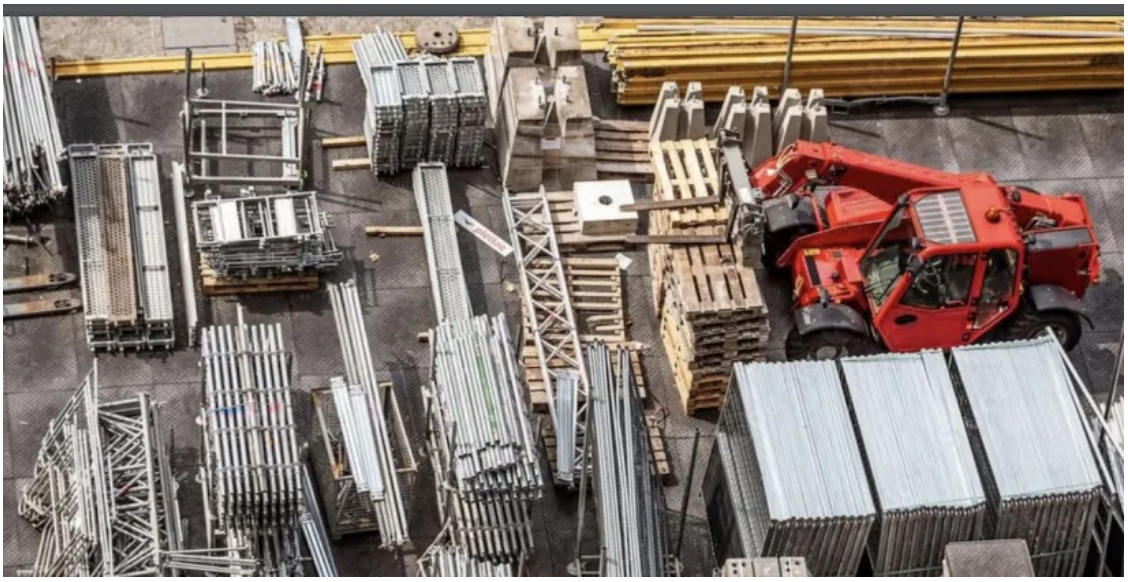
RER. Rental Equipment Register

About Us
Contact Us
Advertise
California Do Not Sell
Privacy & Cookie Policy
Terms of Service

© 2022 Endeavor Business Media, LLC. All rights reserved.

Report: Material, Labor Shortages Continue to Affect Construction Industry

October 7, 2021



By Catherine Sweeney

Despite nearly two years of difficulty caused by the COVID-19 pandemic, the construction industry is making a steady comeback. According to a recent construction outlook report from JLL, the construction industry continues to see heightened demand, though the industry's labor shortage and materials shortage continue to drive up prices and cause major challenges.

"Earlier in 2020, there was a lot of fear and concern about how long it would take for the economy to recover, what that would look like and what that would mean for the construction industry long term. We've avoided by far the worst case scenarios, which is excellent," Henry D'Esposito, who heads research for JLL, said.

According to the report, there continues to be a need for construction. Residential projects have seen the most demand, with a 7.6 percent increase from July 2020 to 2021. Nonresidential demand, however, has declined 9.5 percent in the past year, but still continues to see interest as the economy recovers.

Heightened demand has led to an increase in construction costs. According to JLL, final construction costs for a commercial project have increased 4.5 percent through August, with total cost growth expected to exceed 6 percent over the next year.

e increased costs are largely due to issues in finding labor as well as supply chain

slightly, with the unemployment rate at 4.6 percent. In 2020, the industry's unemployment rate was at 7.6 percent. From August 2020 to August 2021, total employment in the construction industry has gone from 7.2 million to 7.4 million across the U.S.

"The challenge has been on the actual supply factor, getting both material and labor that you need for a reasonable price on the job site has made it very hard for owners and contractors to actually operate in this environment despite the fact that there is demand," D'Esposito said.

However, labor shortages in construction are not new and have been growing since the Great Recession. From 2015 to 2019, the number of open and unfilled jobs in construction across the U.S. increased from 150,000 to 300,000 openings, and by 2019, more than 80 percent of construction firms ranked the cost and lack of labor as a top concern, the report showed.

"The labor shortage unfortunately isn't a pandemic issue, it is much more of a structural issue, and it's not one that's going away anytime soon so that's something that will continue to play out. It may even worsen over the next three to five years, D'Esposito said.

However, the rise in construction material prices is new. According to the report, lumber ans steel prices are the highest they have been since the earliest available data in 1949. Other materials, such as aluminum, have not seen as much of a price increase since 1995 and plastic prices have not increased as fast as they have since 1976. Overall, average material prices for a commercial project have increased 23.1 percent year-over-year.

"The place where it is now is easily a step above anything we've seen in any past recovery cycle," D'Esposito said.

While there is much uncertainty caused by the Delta variant, JLL predicts that supply chain issues are likely to continue into the next year, with total construction cost growth expected to increase 4 to 7 percent over the next 12 months. Individual construction materials are still expected to see a wide variety of price changes as supply chain issues are sorted out. Currently, JLL predicts an average 5 to 11 percent increase across all material costs.

"I would say the cost of materials, assuming things head back to normal over the next several years, that's a situation that will mostly resolve itself. We'll still end up with higher prices than normal, but a lot of issues have been caused by the pandemic. Whether that's construction at the production level, either in the U.S. or internationally, where countries or states are closing factories or closing borders or that sort of thing," D'Esposito said.

"It's really a compound issue and then global shipping and logistics have been really backed up. So, as those supply chains stabilize I would expect that by 2022 that would become



Los Angeles, Orange County, CA

U.S. Construction Market | Market Snapshot Q1 - 2022

CUMMING
Building Value Through Expertise

Many of the issues that have been facing the Los Angeles (LA) market represent new opportunities for the construction industry. Earthquakes and wildfires pose unique threats to the city, but the ways that officials have chosen to combat them can potentially add billions of dollars to an already very active market. Buildings will need to be renovated to comply with the city's seismic ordinances, while changes to the city's zoning laws will open up new parts of LA to high-density developments. The last few years have been a challenge, but there are still plenty of reasons to be optimistic.

The next few years should be relatively tepid for the LA market. America's second-largest city has only grown by about 5% over the last 20 years, and it is likely slowing down as a higher-than-average cost of living deters prospective residents. Construction employment only made modest gains in 2021 and unemployment is still very high. These will hinder the city's recovery for some time. LA is also expected to invest heavily in transit in the coming years, as single-use zoning has led almost all available land to be built on. The city is betting that walkable, interconnected neighborhoods will bring people back to the city center and in the process alleviate some of its environmental woes.

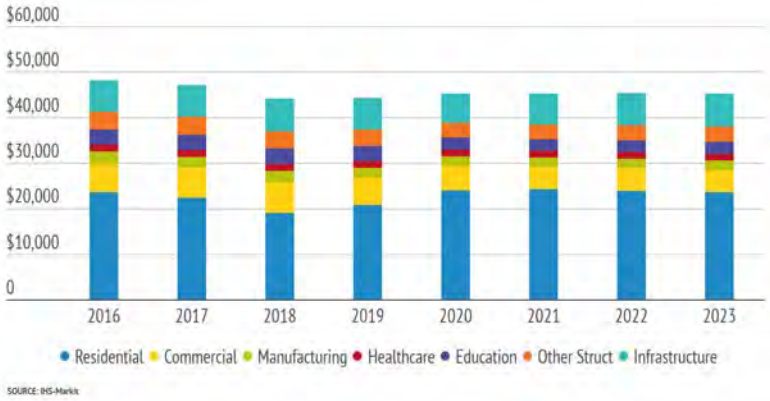
Total Construction Market Volume by Sector (x $1m, Nominalized 2012$)

HISTORIC ⟲ ⟳ FORECAST

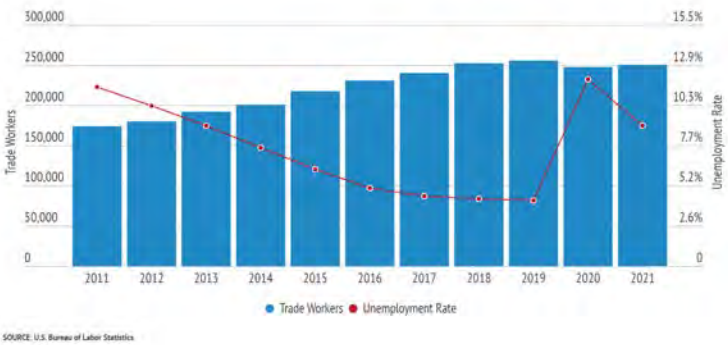
Sector		2016	2017	2018	2019	2020	2021	2022	2023
Total Increase		**Y-O-Y %**	**-2.1%**	**-6.4%**	**0.3%**	**2.2%**	**-0.2%**	**0.4%**	**-0.4%**
Residential		Y-O-Y %	-5.1%	-14.5%	8.5%	15.9%	0.8%	-1.4%	-1.4%
Commercial		Y-O-Y %	2.8%	0.4%	-7.6%	-11.2%	-6.5%	-0.5%	-2.0%
Manufacturing		Y-O-Y %	-5.4%	4.1%	-15.2%	-5.5%	-2.6%	2.4%	0.8%
Healthcare		Y-O-Y %	-2.9%	-1.1%	1.3%	-2.1%	-2.3%	1.9%	1.4%
Education		Y-O-Y %	1.5%	3.5%	-5.2%	-16.5%	-3.8%	0.2%	1.1%
Other Struct*		Y-O-Y %	1.2%	-3.6%	-4.4%	-14.3%	-0.7%	5.5%	4.4%
Infrastructure		Y-O-Y %	1.4%	1.9%	-3.5%	-6.0%	4.2%	4.3%	0.7%

* This includes religious buildings, amusement, government communications, and public recreation projects.

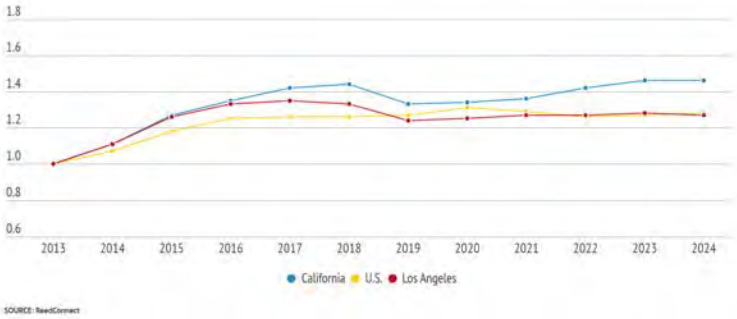
Annual Volume (x$1M, 2012$)



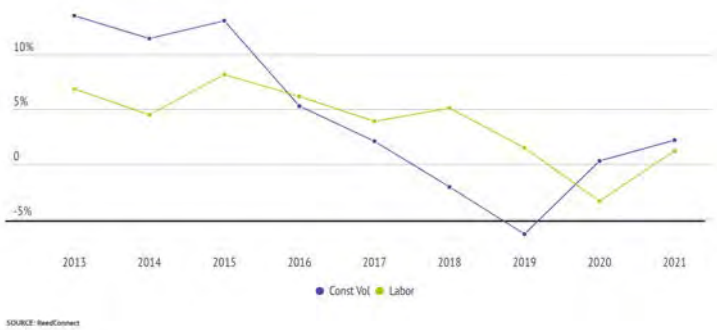
Regional Construction Employment



Construction Spending Index 2010-2021 (2010=1.0)



Construction Volume vs Labor - Annual Increase/Decrease



Top Regional Projects Sorted by Construction Value

Project	Location	Value
Purple Line Extension Section 2 Stations Project	Los Angeles	31.0B
I-605 Hot Spots Projects / Valley/ Beverly / South and SR 60/7th - (LA Metro)	Norwalk	10.0B
The Centennial Specific Plan Project	Santa Clarita	10.0B
Sepulveda Transit Corridor Project	Los Angeles	9.5B
West Santa Ana Branch Light Rail Line - West Santa Ana Branch Transit Corridor	Los Angeles	8.5B
I-710 LA River Bike Path - Maywood to Long Beach - (LA Metro)	East Los Angeles	4.0B
Crenshaw Line Extension - City of West Hollywood	West Hollywood	2.2B
Fourth & Central Mixed-Use Redevelopment	Los Angeles	2.0B
6AM Development	Los Angeles	2.0B
One Beverly Hills - Century City	Beverly Hills	2.0B

SOURCE: ReedConnect

Copyright © 2022 Cumming Management Group, Inc.

CONTACT: Trevor Shulters, Managing Director: tshulters@cumming-group.com

Tel: 619-259-5459

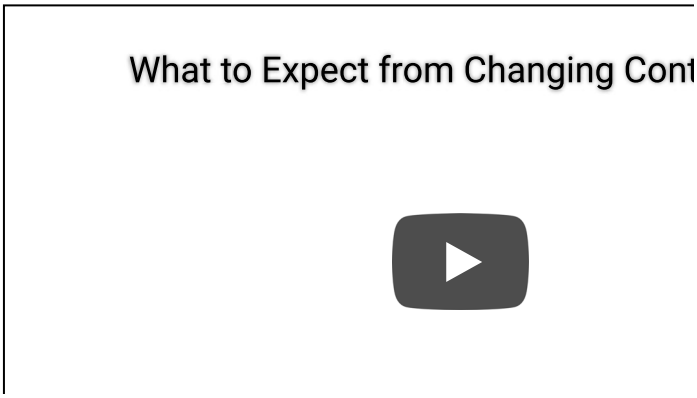
EDGE

Early this year, we put together a 2021 outlook for builders' risk and construction.

The pandemic sent the world of construction array. The cost of materials skyrocketed while contractors and those in the construction and building industries faced increased costs.

The demand for builders was high due to the pandemic's stay-at-home order and the essential status most builders received during the lockdown. Almost every business insurance renewal saw increases in insurance costs as well.

Needless to say, it was a busy year. But now, as 2021 comes to a close, it's important to similarly analyze the upcoming year: 2022. So, here's what to expect from changing contractor costs according to Brenda Jo Robyn, founder of Competitive Edge Insurance.



WHAT IS HAPPENING WITH CHANGING CONTRACTOR COSTS?

CATEGORIES

Select Category

RECENT POSTS



OSHA's Consultation Services: What You Need to Know
March 20, 2022 - 7:00 am



Seven Steps to Avoid Cyber Security Threats
March 13, 2022 - 7:00 am



Will Homeowners Insurance Cover a Construction Project?
March 6, 2022 - 7:00 am

Tel: 619-259-5459

were able to keep going forward and making things move."

As a result of the COVID-19 pandemic, a high volume of money was made available to contractors from the government so that these construction projects did not halt to a standstill. At the same time, interest rates plummeted.

This, in turn, increased homeowners' desire to renovate their properties. And lastly, as Brenda Jo mentions, we had a massive sell off of homes during this last summer. Now is the time that people want to update.

POTENTIAL CONTRACTING ISSUES

Although the cost of materials is starting to level off quite a bit—down 20 to 25%, according to Brenda Jo—the delays are not lifting. Brenda Jo works with a high number of contractors, and word has it they're being forced to purchase materials up front to combat delays. The problem with this, however, is that some contractors aren't getting paid back from developers or homeowners.

"Because stuff is so delayed, a lot of [vendors] are requiring payment upfront before they even order it out," says Brenda Jo. Another thing that is starting to really impact costs is the shortage of employees.

The solution? "There has to be some strategic planning by a contractor in moving forward with contracts," says Brenda Jo.

VIDEO POSTS


What Does Workers' Comp Look Like for Remote Employees?
January 23, 2022 - 7:00 am


Workers' Compensation Policy Renewals: What to Expect
January 9, 2022 - 7:00 am


Certificates of Insurance (COIs): What You Need to Know
December 19, 2021 - 7:00 am

EDGE

REACT?

"More strategic contractors are putting these material increases into their contracts. There is an agreement between the owner, developer, and contractor that if there are increases... it's signed off on before they go ahead and outlay."

HOW CAN CONTRACTORS MITIGATE RISK?

Written contracts are especially golden right now.

Be sure to include caveats on:

- Shortages in materials
- Delay in materials
- Increased cost of materials
- Shortages in labor

These elements should all be addressed in your contract.

It's equally important to document everything. As Brenda Jo likes to say, "Document, document document." This doesn't mean solely the written contract mentioned above, but documentation of:

- Progress payment requests
- Material purchase invoices coupled with the photos of how the project was when you started
- When you got to the next phase with the invoice that you're sending...

payment from your developer or homeowner," recommends Brenda Jo.

Lastly, according to Brenda Jo, the most powerful tool to get payments is with the mechanic's lien. "Get a pre-lien, send out the notices, and if you're not paid, go ahead and enforce the mechanic's lien on the property."

WHAT DO HOMEOWNERS NEED TO KNOW?

If you delay, you may find that costs go down in the materials. You also, however, may find that you don't have any contractors left that are able to actually work for you.

Brenda Jo recommends you do your due diligence on the homeowner's side and work with your banks. She also doesn't feel that costs will decrease anytime soon. "You're [either] going to have a lengthier build or you're going to have more costs," says Brenda Jo. "And if you wait too long, you're going to have both."

LOOK TO THE EXPERTS

As you look at your coverage, think of the potential for shock losses, evaluate your tolerance for risk, review your industry's compliance guidelines, and take the time to look at your policies in detail. As experts, we at Competitive Edge can tell you where you are vulnerable and what the risk might cost you. From there, it is your decision to accept the risk or mitigate it

Tel: 619-259-5459

outlook, read on below:

2021 BUILDERS' RISK AND CONSTRUCTION OUTLOOK

The cost of materials is skyrocketing while contractors and those in the construction and building industries face increased costs. Demand is high for builders thanks to the pandemic's stay-at-home order and the essential status most builders received during the lockdown. With a busy year ahead, it can be easy to take your eye off the potential for increased risk with heightened business and scope of work.

Insurance rates spiked during the pandemic. The elevation in loss claims from the many businesses that were negatively impacted by caused insurance rates that have been flat or close to flat for close to a decade to increase rapidly. Almost every business insurance renewal is seeing increases in insurance costs.

Line of Coverage	Projected Rate Change
Commercial Property	+5-15%
Builders Risk-Frame	+10-20%
Builders Risk-Fire Resistive	Flat to +10%
General Liability	Flat to +10%
Owner Controlled Insurance Programs/Contractor Controlled Insurance Programs (OCIP's and CCIP's)	+25-50% or more
Contractors Professional and Pollution Liability (CPrL/CPL)	Flat to + 10%
Automobile	+15-20%
Umbrella/Excess	+10-50%
Workers Compensation	-5% to +5%
Directors & Officers Liability	+10-25%
Employment Practices Liability	+10-25%
Cyber Insurance	+5-20%
Based on average risk with a decent loss ratio	

This chart shows projections of increases by lines of coverage and is meant as a reference since each insured party will have its own risk and coverage limitations.

This chart from Construction Executive shows projections of increases by lines of coverage and

Tel: 619-259-5459

EDGE

SKILLED LABOR SHORTAGES

Shortages persist throughout the construction and building industries. When coupled with the increase in material costs and the need to pay more for labor in order to get any labor at all, contractors may feel some pressure. The balance sheets of contractors who received PPP funds have yet to find resolution on forgiveness of those debts can drive up their risk profiles causing carriers to increase rates or even deny renewals.

SOME INSURANCE MARKETS REMAIN STEADY

Worker's Compensation is holding steady with estimates of -5% – +5%. The possible increase, however, will happen when employers see their rates go up to offset COVID-related layoffs and furloughs as yet unaccounted for in the above numbers. California is especially affected in this regard and in terms of employment practices liability coverage.

CYBER LIABILITY COVERAGE

No longer the purview of only tech companies, every business will need cyber liability coverage. Online billing, work orders, web-based CRMs, and other data collection methods are the way of the future (and the present). Construction companies that do not invest in cyber coverage

Tel: 619-259-5459

EDGE

estimated that cybercrime is committed every 11 seconds.

For the first time in decades, the commercial insurance industry is in a hard market cycle. With increasing rates and more stringent criteria for everything from umbrella policies to surety bonds, the time to price-shop coverage is long since passed.

LET'S TALK

WANT TO KNOW HOW MUCH YOU COULD BE SAVING ON YOUR INSURANCE COSTS?

WANT TO KNOW HOW MUCH YOU COULD BE SAVING ON YOUR INSURANCE COSTS?

LET'S TALK

EDGE

COMPETITIVE EDGE INSURANCE

LIC #0H31982

P: 619-259-5459
F: 619-377-0144

830 Orange Ave Suite L Coronado, CA 92118

Privacy Policy

HOURS OF OPERATION

Monday – Friday 8:00AM – 5:00PM

Saturday Closed

Sunday Closed

© Copyright 2021- Competitive Edge Insurance

site design by digitalstoryteller.io

© Copyright 2021- Competitive Edge Insurance
site design by digitalstoryteller.io

William and Barbara Leonard Transportation Center

Conversations

Return of the Pack Stay Informed →

Page Menu

2022 Mobility Dialogue Series

Mobility is key to the Inland Empire's future economic growth and quality of life. This dialogue series has been developed to address the numerous regional projects and initiatives designed to improve mobility. Advanced technology will be the dominant factor in our automobiles, rail transportation, the movement of freight, and the organization of our communities. Few will doubt the assertion the change we are about to face is at least as great in the 21st Century as was the transportation changes that occurred in the early 20th Century as we moved from horse and buggies to planes, trains, and automobiles.

As exciting as this impending future may be, it is very important to remind ourselves that we live in a democratic society in which an informed electorate is the best guarantee of a strong and stable society. However, given the rapid pace of events, most people today are not informed about the many issues related to the immanent changes in our transportation infrastructure, few are aware the many transportation-related projects and initiatives, and fewer still are involved in any meaningful way in the decisions that are being made. There are differing opinions regarding the magnitude of the problems and the relative merit of various potential solutions. Moreover, there is currently no authoritative place that people who are not directly involved in ongoing discussions can go to obtain a comprehensive overview of our mobility needs, the related social concerns, and the projects and initiatives now being discussed to address them. These past couple years the Leonard Transportation Center hosted a series of educational and interactive breakfast dialogues bringing together community leaders like you in a discussion of how to best address the region's mobility needs. The 2018 and 2019 series were successful in bringing together policymakers and thought leaders from both the public and private sectors as well as CSUSB faculty experts, students, and members of the public to address a number of transportation challenges, issues and solutions. After receiving positive feedback throughout our Dialogue Series, we will continue the series in the Inland Empire for 2022. Due to COVID-19, until further notice the remainder of the series will be held virtually online.

Take a Look at This Year's Topics:

2022 Inland Empire Dialogue Topics

Previous Dialogues



2021 Inland Empire Dialogue Series



2020 Inland Empire Dialogue Series



2019 Inland Empire Dialogue Series



2019 Coachella Dialogue Series





2018 Inland Empire Dialogue Series



Sponsorship Opportunities

CALIFORNIA STATE UNIVERSITY
SAN BERNARDINO
Jack H. Brown College
Business and Public Administration

Make a Gift to JHBC

JHBC Schedule Advising Appt

Contact Us

Leonard Transportation Center

ltc@csusb.edu
(909) 537-5094
CE-214

Office Hours

Monday - Friday:

8:00 am - 5:00 pm

Saturday - Sunday:
Closed

Social Media

CSUSB

California State University, San Bernardino
5500 University Parkway
San Bernardino, CA 92407
+1 (909) 537-5000

Follow Us

Login

myCoyote
Canvas
Blackboard

Employment

Job Listings
Faculty Jobs
Career Center

Student Email
Faculty & Staff Email
Drupal Login

Of Interest to...

Future Students
Current Students
Faculty & Staff
Full-Time Faculty
Part-Time Faculty
Community & Visitors
Alumni & Friends
University Partners
Military/Veterans

Campus Services

Academic Advising
Housing & Residential Life
Ombuds Services
Parking
Police
Psychological Counseling
Services to Students with Disabilities
Student Health Center
Transcripts

Human Resources
Student Employment

Resources

Contact
Clery Act
Annual Safety Reports
Title IX Notice
Disclosure of Consumer Information

Accessibility Privacy and Security Non-Discrimination Notice Website Copyright/DMCA Policy

William and Barbara Leonard Transportation Center

February Event Details

Return of the Pack Stay Informed →

Page Menu

The Issue

Across the country including the Inland Empire, we have recently experienced labor shortages and its negative effects in almost every sector – particularly so in the transportation sector. Labor is at the very core of these effects and therefore, it is vital to analyze data and its impact on demand and supply, and to create viable solutions to address the problems we face using that data. Several organizations in the region are working to address this labor shortage through programs focused on training and education at all levels.

In the first installment of the 2022 LTC Regional Dialogue, we will learn about the impacts from the workforce shortage in the transportation sector as well as practical workforce development solutions. Within this theme, we have put together a panel of experts who will share their ideas on what is currently happening and possibilities for the near future.

View the Program Agenda Here

Speakers

Dr. Beverly A. Scott's career in the public transportation industry spans more than three decades in the United States, including four appointments as CEO/General Manager – Boston (MBTA), Atlanta (MARTA), Sacramento (SRTD), and Rhode Island (RIPTA). In 2018, she founded Introducing Youth to American Infrastructure, Inc. ("Iyai+"), a non-profit dedicated to inspiring, educating, and engaging today's youth to be tomorrow's "community builders" -- American infrastructure leaders, skilled workforce, innovators, and entrepreneurs, – with special emphasis on improving the active participation of our most vulnerable youth and historically underutilized groups in infrastructure careers – people of color and women (www.iyai.org).

Throughout her career, she has received numerous national and local awards and recognitions. Nationally, the



Dr. Beverly A. Scott

American Public Transportation Authority's Hall of Fame in 2020; Hubert Humphrey Award for Distinguished Service, American Political Science Association (APSA), Sharon A. Banks, Humanitarian Service Award, Transportation Research Board, National Academies of Sciences; Woman of the Year, Women's Transportation Seminar International (WTS); Women Who Move the Nation, Conference of Minority Transportation Officials (COMTO); and recognized as a "Transportation Agent of Change" by President Barack Obama/USDOT in 2012.

Dr. Scott currently serves on the national Board of the American Public Transportation Association, APTA (www.apta.com); African Heritage Studies Association, AHSA (www.ahsa50.org), Equiticity Advisory Committee (www.equiticity.org); International Transportation Learning Center (labor-management workforce development consortium) Founding Board Member and current Senior Advisor (www.transportcenter.org); Research Associate, Mineta Transportation Institute, San Jose State University (www.minteta-institute@sjsu.edu); Jobs To Move America, JMA, Vice Chair (www.jobstomoveamerica.org); and was recently appointed to the Zero Emissions Transportation Association (ZETA), Education Fund Board (info@zeta2030.org).

In 2011, she was appointed by President Obama to the National Infrastructure Advisory Council (NIAC), a panel of experts including top business executives, leading academics and local government officials who report to the White House through the U.S. Department of Homeland Security with responsibility for making policy recommendations to protect and preserve the physical assets that are critical to the U.S. economy and national security. In 2012, she was appointed NIAC Vice-Chair and currently serves in that capacity (www.cisa.gov>niac-reports-and-recommendations).

She was recently appointed by the U.S. Global Change Research Program as an Author, Transportation Chapter, Fifth National Climate Assessment. In 2019, she was appointed by State Treasurer Fiona Ma to the California High Speed Rail Peer Review Group (www.cahsrprg.com). She also serves on the Pacific Gas &Electric Sustainability Advisory Council (www.pge.com).

Dr. Scott holds a doctorate in political science from Howard University; and a Bachelor of Arts in Political Science from Fisk University (magna cum laude and Phi Beta Kappa).

Lilly Acuña grew up in L.A. County and graduated from California Polytechnic State University, San Luis Obispo with a degree in Business Administration. Currently, she works in Los Angeles as an environmental planner and professional development manager for HNTB, a firm founded in 1914 that specializes in architecture, engineering, and planning. Besides working on environmental documents for transportation projects, Lilly leads the SPARK LA program, a STEM-focused after-school program introducing students to careers in design, construction and engineering of roads, trains, bridges, tunnels and airports. Lilly has a passion for helping others, and has served as a United States Peace Corps Volunteer in Paraguay and Guatemala. She loves traveling, being outdoors as much as possible, and eating her way through all the whole-food plant-based recipes she can get her hands on!



Lilly Acuña



Michael Goss

Michael Goss is the Director of the Inland Empire/Desert COE and has over ten years of labor market experience. His work focuses on delivering the latest research that leads to in-demand and high-wage jobs for career education students. In addition to his work with the community colleges, he serves on the U.S. Bureau of Labor Statistics Data User Advisory Committee and the Southern California Association of Governments, Global Land Use & Economic Council.

CALIFORNIA STATE UNIVERSITY
SAN BERNARDINO
Jack H. Brown College
Business and Public Administration

Make a Gift to JHBC

JHBC Schedule Advising Appt

Contact Us

Leonard Transportation Center

ltc@csusb.edu
(909) 537-5094
CE-214

Office Hours

Monday - Friday:

8:00 am - 5:00 pm

Saturday - Sunday:
Closed

Social Media

California State University, San Bernardino
5500 University Parkway
San Bernardino, CA 92407
+1 (909) 537-5000

Follow Us

Login

myCoyote
Canvas
Blackboard

Employment

Job Listings
Faculty Jobs
Career Center

Student Email
Faculty & Staff Email
Drupal Login

Of Interest to...

Future Students
Current Students
Faculty & Staff
Full-Time Faculty
Part-Time Faculty
Community & Visitors
Alumni & Friends
University Partners
Military/Veterans

Campus Services

Academic Advising
Housing & Residential Life
Ombuds Services
Parking
Police
Psychological Counseling
Services to Students with Disabilities
Student Health Center
Transcripts

Human Resources
Student Employment

Resources

Contact
Clery Act
Annual Safety Reports
Title IX Notice
Disclosure of Consumer Information

Accessibility Privacy and Security Non-Discrimination Notice Website Copyright/DMCA Policy

Tel: 619-259-5459

COMPETITIVE EDGE INSURANCE



HOW THE CALIFORNIA LABOR SHORTAGE IS AFFECTING THE CONSTRUCTION INDUSTRY

December 12, 2021 / in Construction, News /

For anyone in California who has taken a stroll around town lately, you've likely noticed a myriad of 'now hiring' signs every which way you look. Restaurants and retail stores are experiencing obvious shortages, but the construction industry is especially feeling the deficit of ready labor right now.

Let's talk about how the California labor shortage is specifically affecting the construction industry.

WHY IS THERE A LABOR SHORTAGE IN CALIFORNIA?

When asked about the California labor shortage, Brenda Jo Robyn [https://compedgeins.com/about-us/] , founder of Competitive Edge Insurance, had a this to say.

"You can see labor shortages everywhere," says Brenda Jo. "And the shortage of skilled labor is

CATEGORIES

Select Category

RECENT POSTS



OSHA's Consultation Services: What You Need to Know
March 20, 2022 - 7:00 am



Seven Steps to Avoid Cyber Security Threats
March 13, 2022 - 7:00 am



Will Homeowners Insurance Cover a Construction Project?
March 6, 2022 - 7:00 am

Tel: 619-259-5459

COMPETITIVE EDGE INSURANCE

shortage-of-workers-whats-going-on-experts-explain.html] , some reasons include:

- Aging
- Retiring workers
- Border control and immigration limits
- Demands for better pay and working arrangements
- Workers leaving California due to increased housing costs

The labor shortage in the construction industry specifically, however, is not only a California issue.



A LARGER ISSUE AT HAND

According to the Associated General Contractors of America (AGC) and Autodesk [https://www.agc.org/sites/default/files/Files/Com

VIDEO POSTS



What Does Workers' Comp Look Like for Remote Employees?
January 23, 2022 - 7:00 am



Workers' Compensation Policy Renewals: What to Expect
January 9, 2022 - 7:00 am



Certificates of Insurance (COIs): What You Need to Know
December 19, 2021 - 7:00 am

Tel: 619-259-5459

COMPETITIVE EDGE INSURANCE

[https://www.nbcsandiego.com/news/local/Construction-Worker-Shortage-Reported-Around-The-Country--492013131.html] , include:

- Drywallers
- Pipelayers
- Carpenters
- Sheet metal workers
- Plumbers
- Bricklayers

Even if a wave of individuals wanted to get into the construction field right now, it takes a great deal of time to become proficient in many of these jobs. Not to mention the time required to receive proper licensure from the California Contractors State License Board [https://www.cslb.ca.gov/About_Us/Library/Forms_And_Applications.aspx] (CSLB). And projects need laborers—now.

Some companies have even had to turn to out-of-state workers, bringing them in for individual projects to meet demands.

THE CONSTRUCTION INDUSTRY DURING COVID AND TODAY

Contractors have managed to stay busy during COVID. The high volume of money made available to contractors from the government, coupled with historically low interest rates and the massive sell-off of homes we had during this

Tel: 619-259-5459

COMPETITIVE EDGE INSURANCE

their properties.

But now the supply can't meet the high demand.

In an article [https://www.ktvu.com/news/california-construction-workers-in-short-supply] written by Fox, contractor Michael Wolff was interviewed. "I would pay a ridiculous amount of money to get a qualified person in here. I would hire 15 people today," said Wolff. He, like many other contractors, acknowledges that many qualified laborers would prefer to stay at home on unemployment or stimulus or work under the table.

INCREASED COSTS

Brenda Jo of Competitive Edge elaborates on the trickle-down effect of the labor shortage. As a result, the construction industry is hiking up costs to complete projects in an efficient manner.

Brenda Jo explains. "When there's a shortage, that means there's a competition. When there's a competition, wages go up in that industry or that skillset." Projects then cost more.

She continues with the two options contractors are faced with. "Either: the employer can't find enough labor and so the job takes longer *or* you contract more laborers, shortening your project time, but increasing costs," says Brenda Jo. "There's a fine balance between those." And, as we've observed, it's a difficult balance to strike.

LOOKING FORWARD

bringing an additional 747,600 industry jobs to fill.

Today, fewer and fewer children are exposed to the construction world—which, in turn, will further drag out the shortage. Only 3% of people ages 18-25 wanted to work in construction, according to an article done by Builder [https://www.builderonline.com/building/trades-subcontractors/why-dont-young-americans-want-to-do-construction-work_o] in 2017.

Moreover, "for every five workers retiring, [there is] only one coming in," according to Robin Bartholow, Builders Exchange Workforce Development Director.

The facts considered, the shortage does not appear to be ending anytime soon. 45% of companies surveyed by AGC reported that they anticipate continuing difficulty in hiring craft and salaried workers.

According to The Los Angeles Times [https://www.latimes.com/politics/la-pol-ca-union-developer-housing-deal-20190128-story.html] , the construction workers union is partnering with the U.S. government to craft new legislation in hopes of providing:

- Minimum pay
- Benefits
- Training

Immigration reform is an additional solution that could allow skilled, out-of-country workers to aid the shortage, according to the San Francisco Chronicle [https://www.sfchronicle.com/business/article/Cali

careers in construction could help solve the labor shortage in the long run.

For those who are interested in reading up on what to expect from changing contractor costs as a result of both labor shortages and shipping delays, visit this page [https://compedgeins.com/2021/11/08/2021-builders-risk-and-construction-outlook/] to hear Brenda Jo give the rundown.

Tags: california, construction, construction industry, labor shorage

SHARE THIS ENTRY

YOU MIGHT ALSO LIKE

The Key Differ betwe Gener Contr and Const Mana	Paym and Perfor Bonds Explai	EPLI: Does Your Const Busin Need It?	How does Worke Comp Insura Work	Bund Insura Pros and Cons	What Classi High Risk?	Cyber Liabili Cover for the New Era of Ransc	What the Differ Betwe a Surety Bond and a Contr Bond

Tel: 619-259-5459

COMPETITIVE EDGE INSURANCE

LET'S TALK

WANT TO KNOW HOW MUCH YOU COULD BE SAVING ON YOUR INSURANCE COSTS?

WANT TO KNOW HOW MUCH YOU COULD BE SAVING ON YOUR INSURANCE COSTS?

LET'S TALK

CONNECT WITH US

COMPETITIVE EDGE INSURANCE

Tel: 619-259-5459

COMPETITIVE EDGE INSURANCE

Privacy Policy

HOURS OF OPERATION

Monday – Friday 8:00AM – 5:00PM

Saturday Closed

Sunday Closed

© Copyright 2021- Competitive Edge Insurance

site design by digitalstoryteller.io

© Copyright 2021- Competitive Edge Insurance
site design by digitalstoryteller.io

Inland Empire

2021-2024

Regional Workforce Development Plan

Inland Empire Regional Planning Unit

San Bernardino County Workforce Development Board
Riverside County Workforce Development Board

Primary Contacts:

Mariann Johnson
Deputy Director, Special Projects
San Bernardino County
Workforce Development Department
(909) 387-9841
Mariann.Johnson@wdd.sbcounty.gov

Tammy Mathis
Senior Development Specialist
County of Riverside
Workforce Development Agency
(951) 955-3434
TAmathis@rivco.org

Table of Contents

Executive Summary 3
I. Introduction 4
Inland Empire Region 4
Inland Empire Regional Planning Unit and its Vision 4
Future of Work 5
Impacts of COVID-19 6
Regional Workforce Plan Development Process 7
II. Analytical Overview of the Region 9
Current Employment, Largest Industries and Most Common Occupations 9
Inland Empire Labor Force Participation 13
Unemployment 17
Labor Market Demand 19
III. Fostering Demand-Driven Skills Attainment 28
IERPU Goals and Regional Indicators 28
In-Demand Industry Sectors and Occupations 30
Implementation of Regional Sector-Based Career Pathways 32
IV. Enabling Upward Mobility for All Californians 36
High Road Workforce System 36
Equity and Economic Justice 37
V. Aligning, Coordinating, and Integrating Programs and Services 41
System Alignment 41
VI. Conclusion 43
Appendix A: Stakeholder and Community Engagement Summary 44
Appendix B: Inland Empire Regional Workforce Goals 49
Appendix C: Public Comments Received that Disagree with the Regional Plan 56
Appendix D: Signature Pages 57

Executive Summary

As part of a four-year planning process, the Inland Empire Regional Planning Unit (IERPU) has developed this regional workforce development plan to address the needs of the Inland Empire community. The purpose of the planning process and this plan is to develop equitable, regional, sector-based career pathways in target sectors, ensuring access and inclusion for all of the region's residents, businesses and organizations. The counties of San Bernardino and Riverside are recipients of Workforce Innovation and Opportunity Act (WIOA) funding, and so the region ensured this process and plan document were in alignment with the State of California Workforce Development Board (CWDB)'s Unified Strategic Workforce Development Plan.

The region began the planning by conducting an inclusive process gathering input for this plan from partner organizations, employers and other stakeholders in a series of interactive virtual meetings held between December 2020 and January 2021. Participants were asked to provide ideas for how the region's workforce system can meet the needs of the community in five key areas: responding to COVID-19; developing career pathways to the middle class; providing access and inclusion for all; preparing for the future of work; and building a high road workforce system. The IERPU worked together as members of both workforce development boards, the San Bernardino County Workforce Development Board and the Riverside County Workforce Development Board, to process the input received and incorporate it into the plan.

A detailed workforce and economic analysis was provided to the region by the University of California, Riverside. The regional labor market information and workforce demographic data appears in Section II of the report and provided an empirical grounding for the planning process. The data reaffirmed the region's selection of three target sectors of Healthcare, Manufacturing and Transportation and Logistics due to the current demand and expected growth over the next several years.

Five key goal areas were developed as a result of the planning process and form the backbone of this workforce development plan: 1) Regional Sector-Based Career Pathways, 2) High Road Workforce System, 3) Access and Inclusion for All, 4) Future of Work and 5) Regional Coordination and Alignment. Several specific goals that address the region's response to COVID-19 were also developed and are highlighted where they intersect with the areas listed above.

Sections III-V provide additional details on how the region intends to operationalize its goals, including the development of four regional indicators. Each section discusses how the plan aligns with the CWDB's priorities to foster demand-driven skills attainment, provide high road employment, ensure equity and economic justice and align/coordinate services across the region. Appendices provided at the end provide additional documentation on the process, how the plan will be executed and public comment received about the plan.

I. Introduction

Inland Empire Region

The Inland Empire region consists of San Bernardino and Riverside Counties in Southern California. Representing a richly diverse region of the state, among San Bernardino County's population of 2,180,085, over half of the residents are Hispanic or Latino, over 9% are Black, 8% are Asian and about 3.6% are of two or more races.[1] The county makes up more than half of the region geographically, and is the largest county in the U.S. San Bernardino County covers over 20 thousand square miles and a vast majority of its residents live in the southeastern corner of the county known as the Valley Region.[2] Over 80% of the rest of the County land is under federal jurisdiction including areas like the Mojave National Preserve and the San Bernardino National Forest.

Riverside County, a contiguous county to the south of San Bernardino, includes a smaller amount of land but is home to more residents. With about 53% of the Inland Empire region's population (2,470,546) calling the county home, just about half of the residents are Hispanic or Latino, over 7% are Black, another 7.2% are Asian and about 3.6% are of two or more races. Including the San Jacinto Mountains, Riverside County covers a little over 7,200 square miles with large swaths of uninhabited natural lands.[3] Together, the two counties make up the scenic, culturally diverse and dynamic Inland Empire region that has a thriving economy and a need for a strong, high-road workforce development system to ensure there is a path to the middle class for all.

Inland Empire Regional Planning Unit and its Vision

The Inland Empire Regional Planning Unit (IERPU) is comprised of the San Bernardino County Workforce Development Board (SBCWDB) and the Riverside County Workforce Development Board (RCWDB). The two WDBs of the IERPU created a vision statement for the region to set the strategic direction for planning and implementation. See Figure 1 for the IERPU vision.

Figure 1: The IERPU Vision for Workforce Development

The workforce development vision for the Inland Empire is a reinvented regional system that engages business and industry in identifying high quality jobs and designing training programs to prepare a competitive workforce. The IERPU partners will prepare the workforce by ensuring that services address barriers to employment and promote educational attainment to create pathways from dependency to prosperity.

[1] Census (2020). QuickFacts: Riverside County, California; San Bernardino County, California. Retrieved from: https://www.census.gov/quickfacts/fact/table/riversidecountycalifornia,sanbernardinocountycalifornia/AFN120212.
[2] San Bernardino County (2020). County Profile. Retrieved from: https://wp.sbcounty.gov/indicators/county-profile/.
[3] Census (2020).

With this vision in mind, the regional partners across both counties and boards developed several objectives for the development of the Inland Empire 2021-2024 WIOA Regional Workforce Development Plan:

- To create strategies that develop equitable, regional, sector-based career pathways in target sectors, ensuring access and inclusion for all of the region's residents, businesses and organizations
- To learn from what worked and identify what still needs to be done in response to COVID-19, both in the short- and long-term
- To build a high-road employment system, leveraging the support of high-road employers to build robust career pathways that lead to family-sustaining wages
- To increase efficiencies, reduce duplication and improve overall quality of services through synergistic regional cooperation and mutually reinforcing strategies
- To consider how automation, new technologies, the gig economy and related "future of work" concepts will impact the regional economy, targeted sectors and jobs

Future of Work



In addition to regional sector-based career pathways, high road employment, access and inclusion and regional coordination, a fifth overarching concept, the future of work, was addressed by the region and its partners. Changes to the economy and jobs brought about by automation, remote working and the gig economy, for example, are highly likely over the next four years. In 2017, the McKinsey Global Institute analyzed individual activities within jobs and found that as much as 50 percent of time spent on activities across all sectors could be automated with current technology.[4] A more recent survey of businesses conducted by McKinsey in June 2020 of 800 executives found that over 67 percent have accelerated their adoption of automation due to the COVID-19 pandemic.[5]

[4] "Jobs Lost, Jobs Gained: Workforce Transitions in a Time of Automation," McKinsey Global Institute, December 2017, https://www.mckinsey.com/featured-insights/future-of-work/jobs-lost-jobs-gained-what-the-future-of-work-will-mean-for-jobs-skills-and-wages

[5] "What 800 Executives Envision for the Postpandemic Workforce," McKinsey & Company, Sept 2020, https://www.mckinsey.com/featured-insights/future-of-work/what-800-executives-envision-for-the-postpandemic-workforce



Automation is only one facet, however, and the growth of the gig economy is another. When last analyzed by the Bureau of Labor Statistics (BLS) in 2017, "contingent workers" (including independent contractors, on-call workers, temp workers and workers provided by contract firms) made up 3.8% of all workers at 5.9 million, down from 4.1% in 2005 when the survey was last conducted.[6] The Freelancer Union calculated a much higher figure for gig workers at 57.3 million in 2017, or 37% of the workforce, staying relatively consistent at this number through 2019.[7] The BLS study has been scrutinized for using survey questions that may have left out many contingent workers and the Freelancer Union, who works with gig work platform Upwork on their research, may have a bias toward overestimating the number of gig workers.[8] This probably means the actual number of gig or contingent workers likely falls somewhere between the two figures. In any case, the number of workers engaged in the gig economy is considerable, nationally and also in the Inland Empire region.

Impacts of COVID-19

As the Inland Empire continues to manage a public health response to the COVID-19 pandemic, an economic response has also been necessary in light of many business closures and reductions in early 2020. Workers and families were significantly impacted by the losses of income, childcare and in-person schooling while trying to keep themselves safe from the virus. Individuals in training programs saw delays, shifts to virtual classes or outright cancellations of their program, impacting their ability to upskill. County staff offering employment services to the community had to quickly pivot to virtual services and other means to safely continue to provide services. The multiple layers of challenges faced all at once are likely to have long-term impacts, even as a vaccine is now becoming more available and the region is plotting a course to economic recovery.

There are a few potential long-term impacts the region considered in relation to the pandemic hit. First, workers who lost their job looked to the gig economy to replace their income. Many of these jobs are not high-quality jobs and these workers will need assistance in charting a path and getting support in obtaining a better job. Second, there was a tremendous increase in remote working across the region. For some, this actually may have provided a higher degree of work-life balance, but for others, it proved to be a difficult transition and exacerbated inequities related to access to technology and reliable internet access. It is likely that some businesses will choose to keep more of

[6] "A Look at Contingent Workers," Bureau of Labor Statistics, September 2018, https://www.bls.gov/spotlight/2018/contingent-workers/home.htm
[7] "Freelancing in America", Freelancers Union, October 2019, https://www.freelancersunion.org/about/freelancing-in-america/
[8] "Experts Puzzled by New BLS Contingent Workforce Data," Society for Human Resource Management, June 2018, https://www.shrm.org/ResourcesAndTools/hr-topics/talent-acquisition/Pages/Experts-Puzzled-New-BLS-Contingent-Workforce-Data.aspx

their workers working remotely, even after the pandemic is no longer a major issue due to cost savings and other efficiencies.

As the restrictions on in-person gatherings loosen and workplaces reopen, bringing workers back on the job, as well as participants back in for workforce services, brings in a third potential long-term impact – new health and safety policies in the workplace. This might include new regulations on how workplaces are designed for the sake of physical distancing, policies about mask-wearing and/or requiring "workplace infection control plans".[9] With these potential long-term developments in mind, the region considered how to incorporate the impacts of COVID-19 on the economy and jobs into its workforce development strategies.

Regional Workforce Plan Development Process

The IERPU developed this plan as mandated by the Workforce Innovation and Opportunity Act (WIOA), with guidance provided by the State of California's Workforce Development Board via Directive WSD20-05 and in alignment with the CWDB Unified Strategic Workforce Development Plan. The process included initial planning and document review, stakeholder and community input, plan development and public posting, and regional leadership approval and finalization. These four phases are described below.

Initial Planning and Document Review

Staff members of the IERPU, which includes both San Bernardino and Riverside Counties, met to create a process for developing the plan, scheduling partner input meetings, setting dates for plan development and a process for regional leadership review and finalization. The prior 4-year regional plan and modification documents were reviewed for historical reference and documents related to current programming and services across the region were gathered for analysis. Guided by a plan outline, the IERPU began gathering input from stakeholders and community partners.

Stakeholder and Community Input

A total of nine virtual meetings were scheduled to gather stakeholder and community input for the regional plan. AJCC MOU Partners, RCWDB members, SBCWDB members, regional employers and nonprofit community partners all took part in these meetings as detailed in Appendix A. In these virtual meetings, participants were able to give input via breakout sessions covering five areas: COVID-19, Career Pathways to the Middle Class, High Road Employment System, Access and Inclusion and Future of Work. These highly engaging sessions provided input into the design of the regional and local plans, particularly in developing goals, tactics and indicators. Meetings were followed by an online survey that asked for feedback on each meeting as well as provided an opportunity for additional input for the plan.

Feedback from participants in the region is gathered on an ongoing basis by two primary methods – participant surveys and focus groups. In these processes, participants are asked questions such as "What are your primary reasons for visiting the AJCC?", "Share your experience with the service

[9] "Former OSHA Head Talks Biden's Executive Order on Workplace Safety", National Public Radio, January 23, 2020, https://www.npr.org/2021/01/23/959985609/former-osha-head-talks-bidens-executive-order-on-workplace-safety

provided by the AJCC including your interaction with staff." and "What other resources and services have you been referred to by staff at the AJCC?" The feedback received is reported back to the oversight and coordination bodies in the region for incorporation into planning. A few examples of feedback from participants in these processes that have been incorporated include:

- Include a description of the AJCC system partner services (to participants)
- Add online workshops for participants to access
- Add networking opportunities for job seekers to engage with employers

Plan Development and Public Posting

Between January and February 2021, the plan was written based on state guidance, SBCWDB and RCWDB priorities, staff expertise and the input received from all stakeholders. After an initial draft was reviewed and approved by both WDBs in February 2021, the plan was then posted for public comment for 30 days.

Finalization Regional Leadership Approval

After the public posting period, the draft plan was reviewed in light of feedback received and updated accordingly (see Appendix C). The last step in the process was approval of this final plan by the workforce development boards and boards of supervisors for each county. The dates of approval from each body are below:

- April 14th, 2021: San Bernardino County Workforce Development Board
- April 20th, 2021: San Bernardino County Board of Supervisors
- April 21st, 2021: Riverside County Workforce Development Board
- April 27th, 2021: Riverside County Board of Supervisors

Please see Appendix D for signatures representing these oversight bodies.

II. Analytical Overview of the Region

In the following section, an analytical overview of the Inland Empire region is provided. The analysis was provided to the region by the University of California Riverside (UCR) Center for Economic Forecasting and Development. For most of the subsections here, data was only available through 2019; however, the region considered the economic impacts of the pandemic in 2020 in the planning process as well.

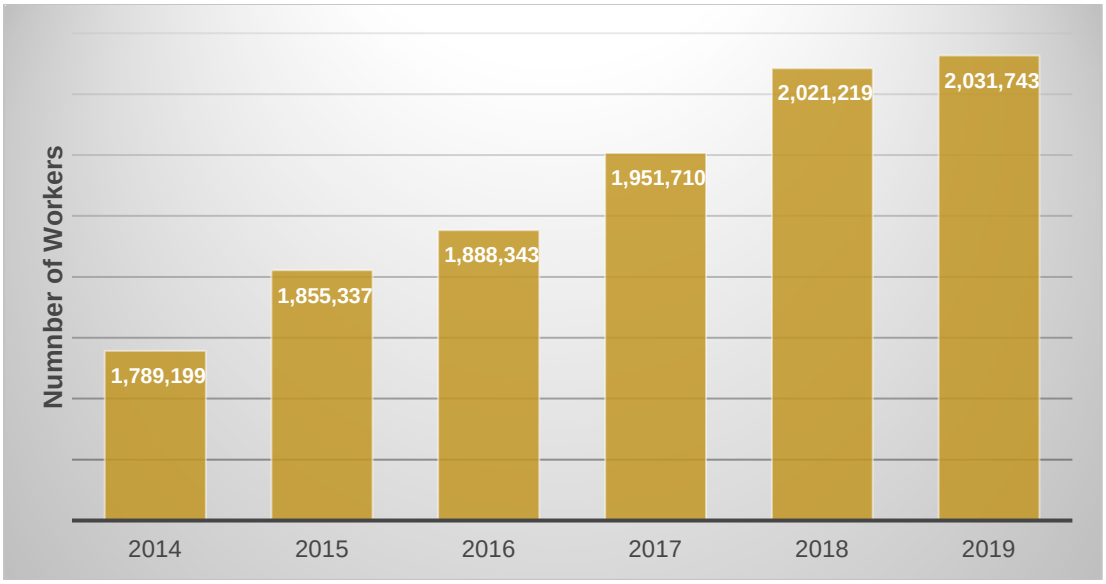
The next subsection begins with a look at the Inland Empire workforce – current employment, largest industries and most common occupations. This is followed by a breakdown of the region's labor force participation including demographics and educational attainment. Next, unemployment is analyzed, then employer needs are described in terms of emerging demand and an occupational skills assessment. Finally, relevant gaps between employer needs and the workforce's qualifications are described.

Current Employment, Largest Industries and Most Common Occupations

Current Employment

Total nonfarm employment reached 2.03 million in 2019 in the Inland Empire, up 0.5% compared to 2018. 2019 marks the year with the slowest year-over-year growth in employment in the Inland Empire since 2014. Except for 2016, when employment increased 1.8% compared to the previous year, other years had year-over-year employment increases of over 3% (Figure 2).

Figure 2: Total Nonfarm Employment in the Inland Empire, 2014-19



Source: American Community Survey. Analysis by UCR Center for Economic Forecasting and Development

Largest Industries

In the Inland Empire, Health Care and Social Assistance is the largest industry sector (Table 1), employing over a quarter of a million workers, followed by Retail Trade, Professional and Business Services, Educational Services, and Manufacturing. These five industry sectors employed over one million people or 52.3% of total employment in 2019, down from 53.4% in 2014. Compared to 2014, these industries sector grew 12.3%, 7.1%, 13.5%, 22.0%, and 4.5%, respectively.

Table 1: Nonfarm Employment and Wage by Sector in the Inland Empire, 2014-2019

	NUMBER OF WORKERS			AVERAGE ANNUAL WAGE		
	2014	2019	% Change	2014	2019	% Change
Health care and social assistance	230,994	259,436	12.3%	$45,549	$54,143	18.9%
Retail trade	228,703	244,950	7.1%	$28,503	$33,421	17.3%
Professional and business services	179,225	203,384	13.5%	$36,768	$47,831	30.1%
Educational services	146,212	178,322	22.0%	$42,126	$49,749	18.1%
Manufacturing	169,761	177367	4.5%	$46,315	$53,659	15.9%
Transportation, warehousing, and utilities	132,736	176,113	32.7%	$43,511	$45,133	3.7%
Construction	140,855	175,017	24.3%	$39,371	$48,065	22.1%
Accommodation and food services	136,901	153,296	12.0%	$18,349	$24,929	35.9%
Other services, except public administration	91,710	108,971	18.8%	$24,452	$28,228	15.4%
Public administration	90,907	107,639	18.4%	$66,773	$72,873	9.1%
Wholesale trade	58,636	62,241	6.1%	$43,002	$53,574	24.6%
Finance and insurance	53,519	56,647	5.8%	$51,136	$63,628	24.4%
Arts, entertainment, and recreation	44,269	48,299	9.1%	$25,466	$32,588	28.0%
Real estate and rental and leasing	39,414	37,009	-6.1%	$35,150	$53,203	51.4%
Information	23,217	25,111	8.2%	$52,393	$51,803	-1.1%
Natural resources and mining	22,140	17,941	-19.0%	$30,597	$36,861	20.5%
Total/Average	**1,7891,99**	**2,031,743**	**13.6%**	**$38,823**	**$46,215**	**19.0%**

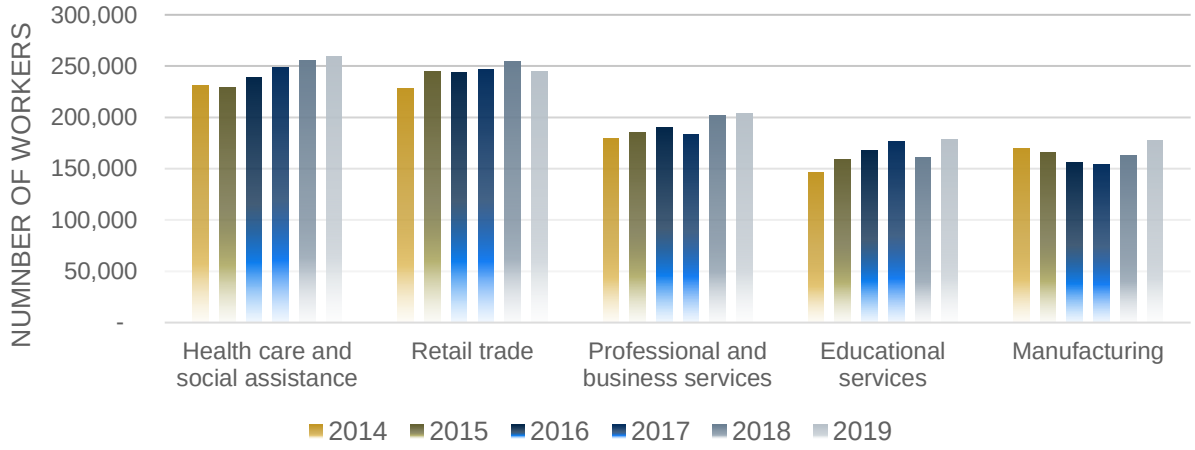
Source: American Community Survey. Analysis by UCR Center for Economic Forecasting and Development

In 2019, except for Retail Trade ($33,400), the average wages for the largest industry sectors paid above the total average of all jobs ($46,200) in Inland Empire: Health Care and Social Assistance ($54,100), Professional and Business Services ($47,800), Educational Services ($49,700), and Manufacturing ($53,700). The average wages of Health Care and Social Assistance and Manufacturing paid 17.2% and 16.1% more than the total average of all jobs, respectively. On the other hand, the average wage in Retail Trade is 27.7% lower than the total average. Public Administration ($72,900) has the highest average wage in Inland Empire. The average wage increased in all industry sectors from 2014 to 2019 except for Information, which contracted 1.1%.

Except for Manufacturing, the largest industries in the Inland Empire had sustained and gradual increases during the period of 2014 to 2019 (Figure 3). The sustained and gradual increases are most prominent in Health Care and Social Services and Professional and Business Services.

Meanwhile, after years of declining employment, Manufacturing employment rebounded after 2017. From 2017 to 2019, Manufacturing added 22,900 jobs, or a 14.8% increase.

Figure 3: Largest Industries by Employment in the Inland Empire, 2014-19



Source: American Community Survey. Analysis by UCR Center for Economic Forecasting and Development

Largest industry Subsectors

The largest industry subsectors in Inland Empire are Educational Services (Primary/Secondary), Construction, Food Services and Drinking Places, Professional and Technical Services, and Ambulatory Health Care Services (Table 2). The first three subsectors each employed over 100,000 workers and just under half a million workers altogether, while the other two subsectors each employed almost 100,000 workers. Altogether, the 15 largest industry subsectors shown in this table employed 1.2 million workers; three in five workers in the Inland Empire work in one of these 15 subsectors.

In recent years, the Inland Empire has seen a tremendous growth in the Transportation and Warehousing industry, and correspondingly, Warehousing and Storage more than doubled in employment (+130.8%) from 2014 to 2019. On the other hand, employment in Truck Transportation declined 18.1% during the five-year period. Employment in General Merchandise Stores (-14.6%) and Food and Beverage Stores (-3.7%), both of which are client facing and contact heavy, had declined significantly. Collectively, there are 15,900 fewer jobs in these three industry subsectors in 2019 than in 2014.

Table 2: Largest Subsectors by Employment in the Inland Empire, 2014-2019

	NUMBER OF WORKERS			AVERAGE ANNUAL WAGE		
	2014	2019	% Change	2014	2019	% Change
Educational services (primary/secondary)	146,212	178,322	22.0%	$42,126	$49,749	18.1%
Construction	140,855	175,017	24.3%	$39,371	$48,065	22.1%
Food services and drinking places	118,672	132,936	12.0%	$16,593	$23,441	41.3%
Professional and technical services	74,258	97,857	31.8%	$50,520	$65,190	29.0%
Ambulatory health care services	80,489	97,522	21.2%	$45,959	$55,343	20.4%
Administrative and support services	96,678	96,431	-0.3%	$25,554	$29,513	15.5%
Hospitals	79,562	85,037	6.9%	$63,227	$73,672	16.5%
Warehousing and storage	24,238	55,950	130.8%	$29,662	$31,025	4.6%
Public administration	46,953	51,970	10.7%	$80,955	$92,078	13.7%
Social assistance	46,199	51,652	11.8%	$23,459	$28,922	23.3%
Food and beverage stores	42,260	40,684	-3.7%	$30,127	$33,339	10.7%
Repair and maintenance	30,535	39,113	28.1%	$30,095	$35,241	17.1%
Amusements, gambling, and recreation	34,179	37,017	8.3%	$27,285	$34,785	27.5%
Truck transportation	45,068	36,893	-18.1%	$38,697	$43,889	13.4%
General merchandise stores	42,131	35,964	-14.6%	$23,987	$28,047	16.9%
Inland Empire Overall	**1,7891,99**	**2,031,743**	**13.6%**	**$38,823**	**$46,215**	**19.0%**

Source: American Community Survey. Analysis by UCR Center for Economic Forecasting and Development

Most Common Occupations

The Inland Empire has a strong Transportation and Warehousing industry, and intuitively Material Moving Workers (SOC 53-7000) is by far the most common occupation, with 129,100 workers employed in this occupation in 2019. Motor Vehicle Operators is another major occupation in transportation and warehousing, employment 80,500 workers (Table 3). Other popular occupations in the Inland Empire include: Construction Trade Workers, Retail Sales Workers, and Other Management Occupations. Altogether, the five largest occupations employed over half a million people and the 15 largest occupations employed over a million people in 2019.

Given that Health Care and Social Assistance is the largest industry by employment, healthcare related occupations also make the list of largest occupations in the Inland Empire. Specifically, 71,300 workers are Healthcare Diagnosing or Treating Practitioners and 54,000 are Home Health and Personal Care Aides; and Nursing Assistants, Orderlies, and Psychiatric Aides.

The boom in the Transportation and Warehousing industry translates into a significant increase in the number of people working as Material Moving Workers (+61.0%). Meanwhile, the increase in healthcare and related jobs are bifurcated: The number of people working as Home Health Aides, which are low paying, had increased by 278.3%, while the number of Healthcare Diagnosing or Treating Practitioners, which are significantly higher paying, increased by only 20.6%, which is still above the Inland Empire overall of 13.6%.

Table 3: Most Common Occupations by Employment in the Inland Empire, 2014-2019

	NUMBER OF WORKERS			AVERAGE ANNUAL WAGE		
	2014	2019	% Change	2014	2019	% Change
Material Moving Workers	80,196	129,125	61.0%	$23,506	$27,834	18.4%
Construction Trades Workers	89,260	115,487	29.4%	$31,818	$42,254	32.8%
Retail Sales Workers	101,411	104,552	3.1%	$16,723	$22,698	35.7%
Other Management Occupations	87,763	99,114	12.9%	$61,708	$70,273	13.9%
Motor Vehicle Operators	75,002	80,541	7.4%	$36,736	$40,225	9.5%
Information and Record Clerks	61,189	76,876	25.6%	$25,817	$30,967	19.9%
Healthcare Diagnosing or Treating Practitioners	59,164	71,343	20.6%	$82,209	$102,048	24.1%
Preschool, Elementary, Middle, Secondary, and Special Education Teachers	52,719	66,888	26.9%	$52,715	$59,254	12.4%
Supervisors of Sales Workers	52,441	62,464	19.1%	$51,338	$46,379	-9.7%
Building Cleaning and Pest Control Workers	49,195	54,981	11.8%	$18,206	$21,841	20.0%
Home Health and Personal Care Aides; and Nursing Assistants, Orderlies, and Psychiatric Aides	14,271	53,987	278.3%	$22,434	$22,276	-0.7%
Business Operations Specialists	34,788	47,822	37.5%	$55,907	$62,690	12.1%
Cooks and Food Preparation Workers	45,412	47,036	3.6%	$14,368	$20,593	43.3%
Other Production Occupations	39,516	44,316	12.1%	$34,616	$36,822	6.4%
Other Office and Administrative Support Workers	37,964	39,349	3.6%	$29,797	$34,362	15.3%
Inland Empire Overall	**1,789,199**	**2,031,743**	**13.6%**	**$38,823**	**$46,215**	**19.0%**

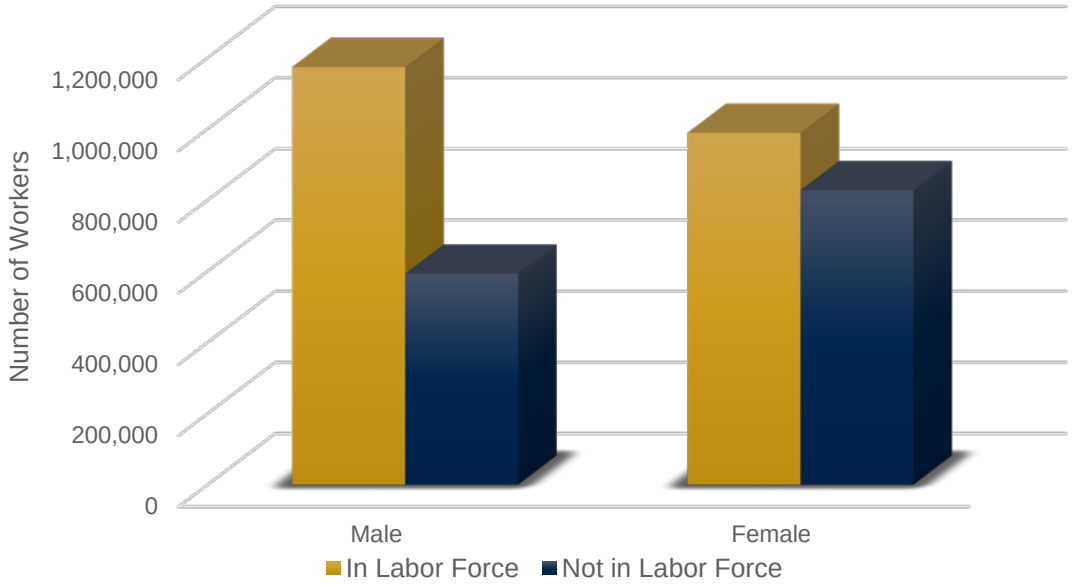
Source: American Community Survey. Analysis by UCR Center for Economic Forecasting and Development

Inland Empire Labor Force Participation

Gender

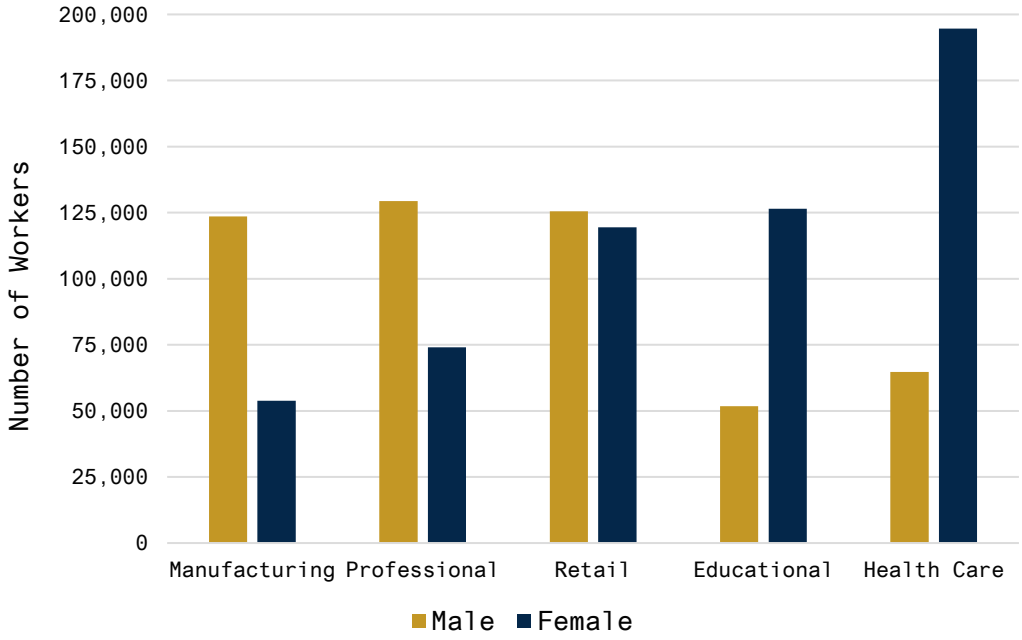
There are about 988,721 females in the labor force, compared to about 1,173,904 males in the labor force. This translates to 66.4% of all males in the region who are part of the labor force in the Inland Empire, a significantly higher rate compared to the 54.4% labor participation rate seen in females (Figure 4). Over the last five years, female participation increased by about 8.1%, and the largest five-year growth took place among women in the educational sector, which grew 25.6% from 100,690 workers in 2014 to 126,488 workers in 2019. There was a faster growth rate among women than men across each of the five sectors represented in the data, with the only exception being the Professional Services sector (Figure 5). Men in this group represented a 15.3% increase across the population in the Inland Empire, compared to 10.4% for women.

Figure 4: Labor Force by Gender in Inland Empire, 2019



Source: American Community Survey. UCR Center for Economic Forecasting and Development

Figure 5: Industry Employment by Gender in Inland Empire, 2019

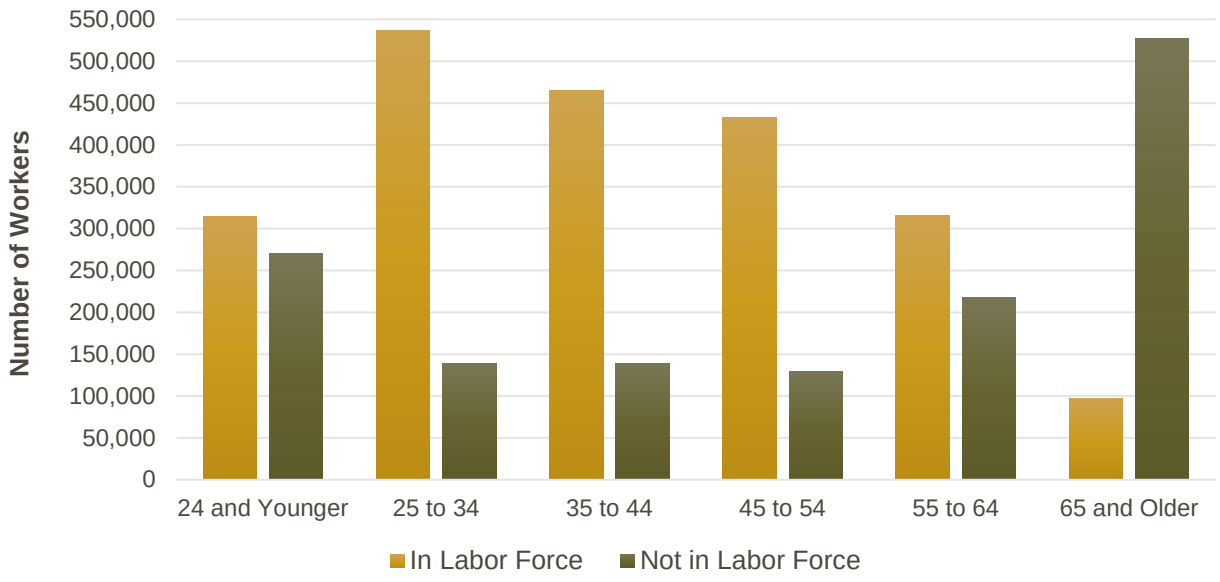


Source: American Community Survey. UCR Center for Economic Forecasting and Development

Age

Labor force participation rates in the Inland Empire are strongest among the residents between ages 25 and 34, who made up 537,000 of the County's workforce in 2019 (Figure 6). Although the number of residents outside the labor force held steady for workers between ages 25 and 54, the number of residents in the labor force tapered off as workers grew older (with a steep drop off workers age 65 and older due to retirement). That said, for each of the region's top five sectors, employment for workers over 25 actually increased across all age groups from 2014 to 2019 with the one exception of decline of nearly 1,000 workers between the ages of 45 and 54 in the Professional Services sector.

Figure 6: Labor Force Participation by Age Group in Inland Empire, 2019

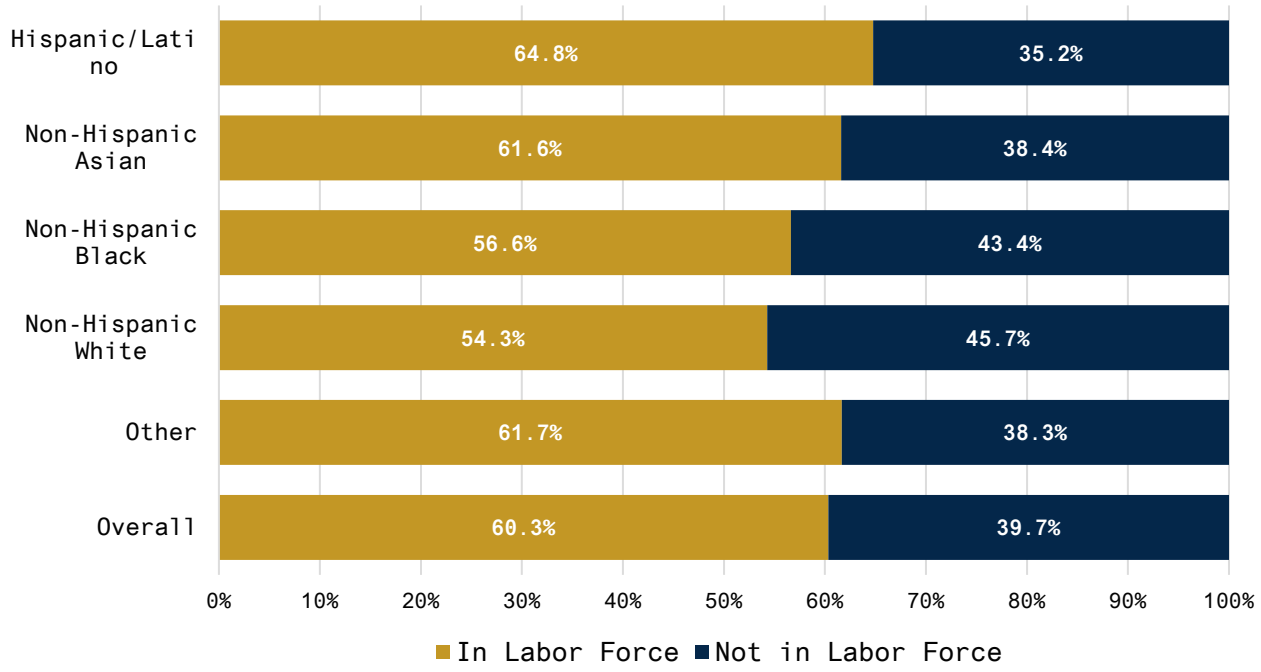


Source: American Community Survey. UCR Center for Economic Forecasting and Development

Race and Ethnicity

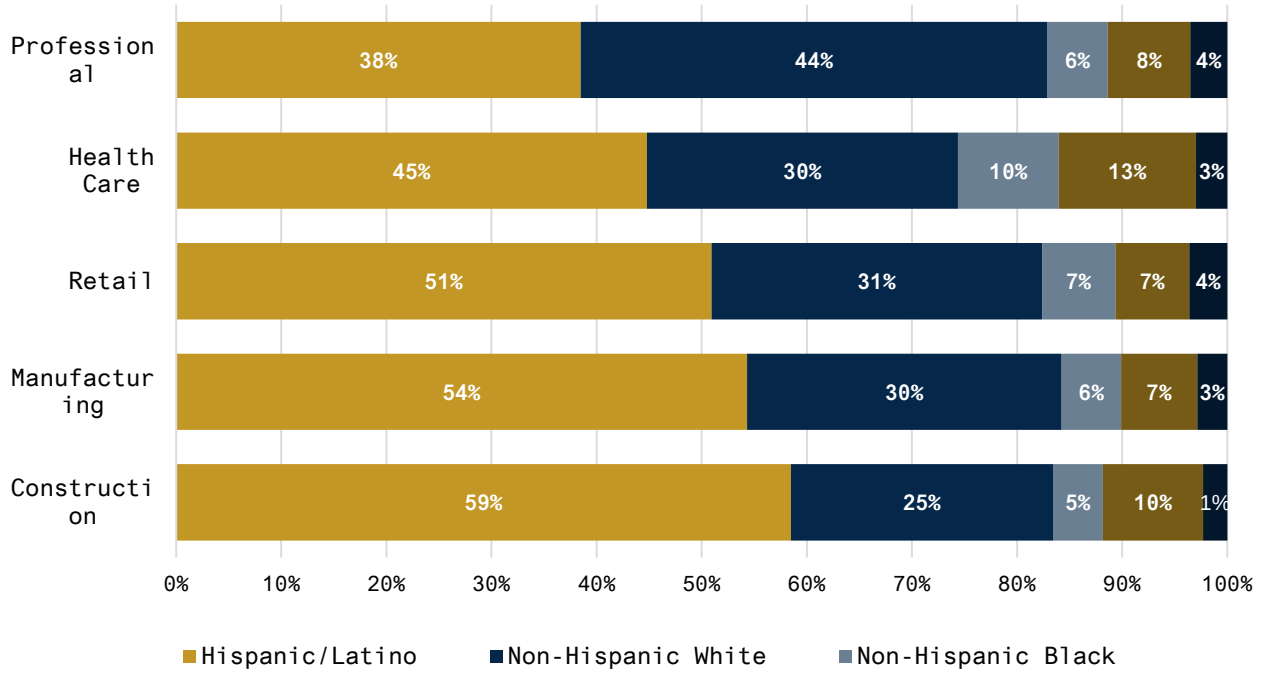
Across the Inland Empire, labor force participation rates among Hispanic/Latino and non-Hispanic Asian residents (at 64.8% and 61.6%, respectively) were markedly higher than non-Hispanic White (54,3%) and Non-Hispanic Black (56.6%) residents (Figure 7). Across each of the race groups, the largest five-year change took place among Hispanic/Latinos in the labor force, which grew over 15% from 988,098 in 2014 to 1,137,859 in 2019. Hispanic/Latino workers comprised the largest share of the workforce for four out of the five largest sectors (Figure 8) – in Professional Services, non-Hispanic Whites made up the largest share – and made up a majority of the workforce in Construction (at a 59% share), Manufacturing (54%), and Retail (51%). Non-Hispanic Black and non-Hispanic Asian workers contributed a combined share of 23% of the Healthcare workforce but were otherwise not highly represented among the Inland Empire's five largest sectors.

Figure 7: Labor Force Participation by Race in Inland Empire, 2019



Source: American Community Survey. UCR Center for Economic Forecasting and Development

Figure 8: Industry Employment by Race in Inland Empire, 2019

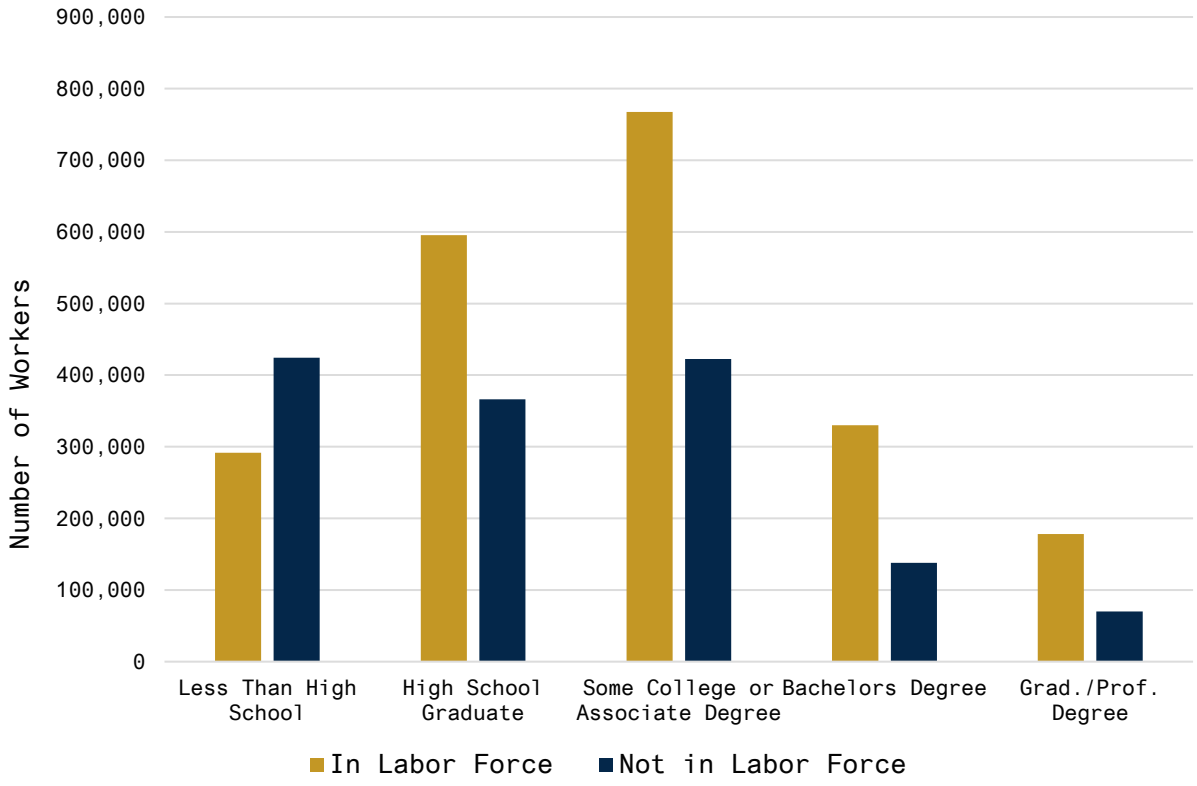


Source: American Community Survey. UCR Center for Economic Forecasting and Development

Educational Attainment

The majority of workers in Inland Empire have at least some college education: 1,275,470 workers (66.9%) fall into this category, compared to the 630,612 (33.1%) workers that have at most a high school degree (Figure 9). Across each of the educational attainment categories listed, the fastest growth has been among those with a bachelor's degree who are in the labor force, which grew 26.2% between 2014 and 2019.

Figure 9: Labor Force Participation by Educational Attainment in Inland Empire, 2019

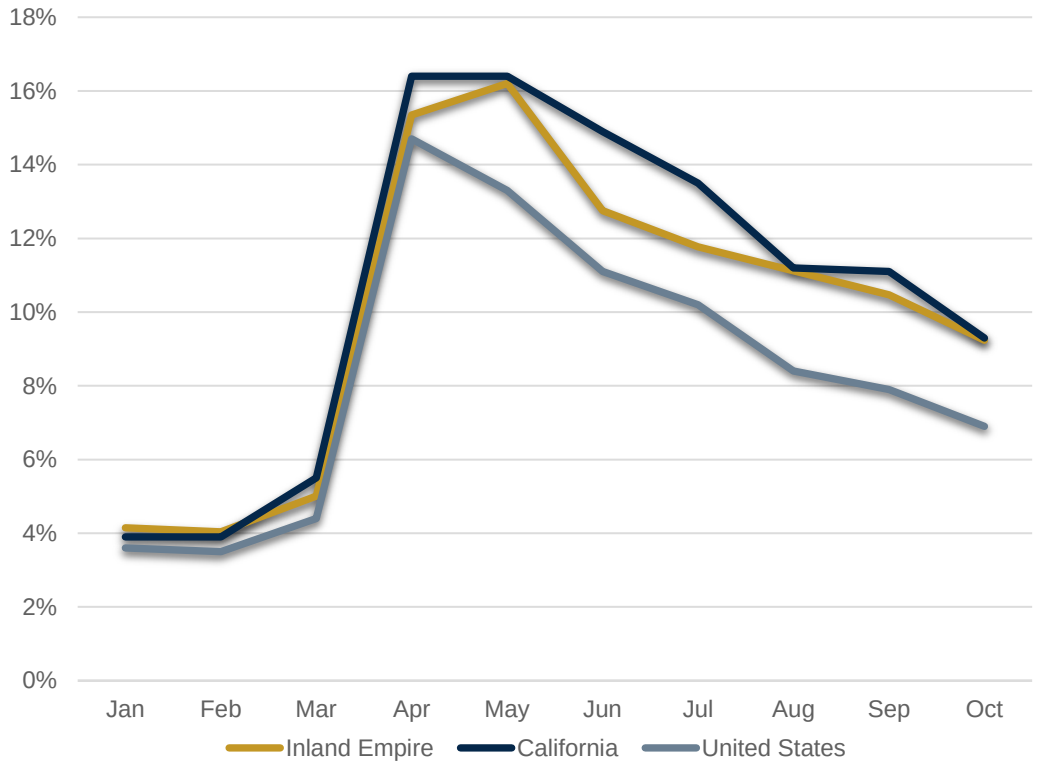


Source: American Community Survey. UCR Center for Economic Forecasting and Development

Unemployment

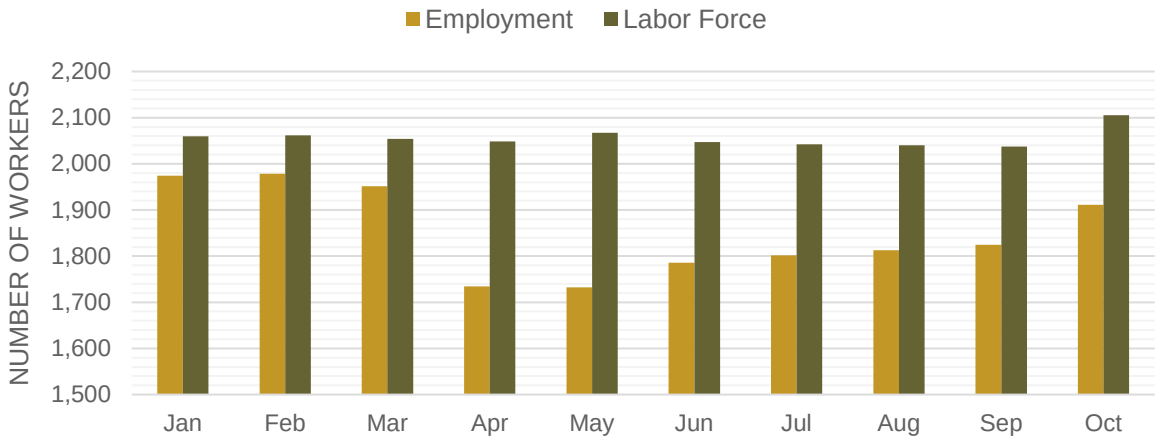
The pandemic has caused the Inland Empire's unemployment rate to increase over the last year, however it has also improved from the lows immediately following statewide lockdown orders (Figure 10). The Inland Empire's unemployment rate is now 9.2%, a far cry from the 4.0% rate a year earlier. The unemployment rate in the Inland Empire is higher relative to the United States (6.9%), but is below California (9.3%). Although unemployment rates remain elevated, the region's labor force has largely recovered (Figure 11). From October 2019 to October 2020, 28,300 workers entered the Inland Empire's labor force, a 1.4% increase. This increase is in stark contrast to declines in the state (-1.1%) and nation (-2.1%) over the period. Without the decrease in California's labor force, the state's unemployment figure would be even higher than the Inland Empire's.

Figure 10: Change in Unemployment Rate in the Inland Empire, January to October 2020



Source: California EDD. Analysis by UCR Center for Economic Forecasting and Development

Figure 11: Change in Employment and Labor Force in the Inland Empire, January to October 2020 (in Thousands)



Source: California EDD. Analysis by UCR Center for Economic Forecasting and Development

Labor Market Demand

Emerging Demand

The Inland Empire's labor market has continued to steadily recover from the COVID-19 pandemic, adding 93,100 jobs since April's lows. Despite the ongoing labor market recovery, year-over-year employment fell 7.1% (-110,600 jobs), one of the largest annual declines on record. The sizeable loses over the last year has also pushed down long-run growth for the region. From October 2015 to October 2020, the Inland Empire has expanded payrolls by just 4.5%.

Although job losses have been widespread, a few bright spots exist. The surge in e-commerce has helped keep the region's Logistics resilient over the last several months. Payrolls in Logistics expanded by 100 employees over the last year, compared with a 3.3% decline in the state over the same period. From a longer-term perspective, Logistics has also been a significant source of job gains for the region. From October 2015 to October 2020, Logistics payrolls expanded by a 45.3%, well above the 4.5% growth in the region overall (Table 4). Health Care (20.4%), Natural Resources and Construction (16.2%), and Wholesale Trade (8.0%) also posted growth levels well above average over the last year.

The short-term job losses caused by the mandates related to the COVID-19 pandemic are also impacting longer-run growth rates. From October 2015 to October 2020, Information (-18.6%), Leisure and Hospitality (-18.1%), and Other Services (-16.8%) %) all posted sizeable declines in employment levels relative to five years ago. Still, once containment measures related to the virus are able to ease these sectors should have significant job gains as companies ramp up production to meet surging consumer demand.

Table 4: Change in Employment by Industry in the Inland Empire, October 2016 to October 2020 (in Thousands)

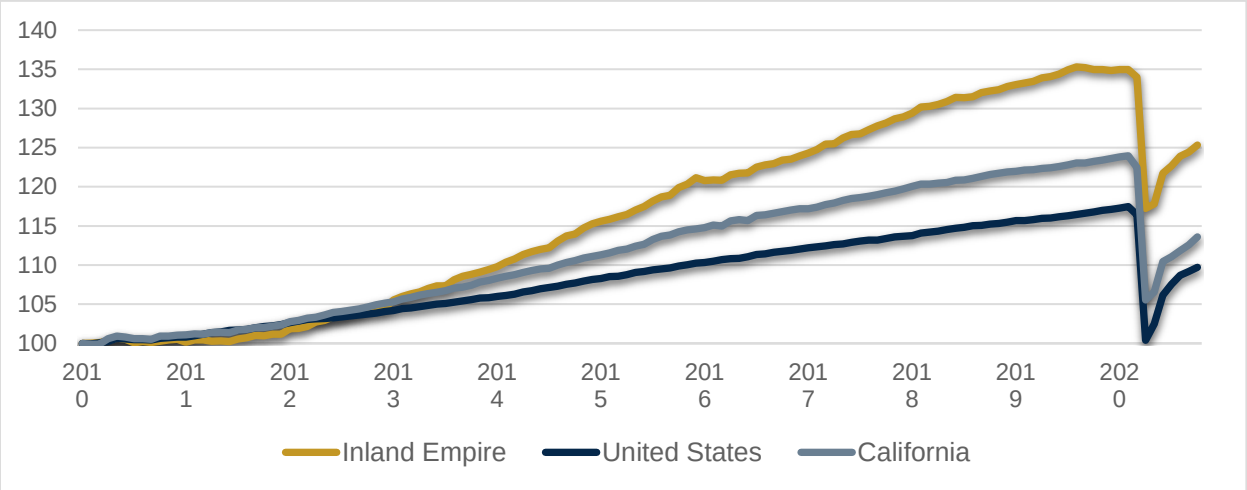
	October 2020	1-Year Percentage Change	2-Year Percentage Change	5-Year Percentage Change
Government	249.45	-4.7%	-3.2%	5.8%
Health Care	230.38	-1.2%	3.3%	20.4%
Retail Trade	170.82	-6.2%	-5.9%	-3.5%
Logistics	146.64	0.0%	8.7%	45.3%
Leisure and Hospitality	126.38	-27.6%	-26.5%	-18.1%
NR/Construction	104.58	-2.0%	-2.7%	16.2%
Administrative Support	97.94	-6.4%	-3.5%	-3.1%
Manufacturing	88.86	-11.6%	-12.7%	-8.9%
Wholesale Trade	66.53	-0.2%	0.5%	8.0%
Financial Activities	44.09	-0.9%	0.8%	0.0%
Professional Services	40.34	-4.9%	-5.6%	3.1%
Other Services	36.97	-18.5%	-19.6%	-16.8%

Education	17.01	-15.3%	-13.1%	-6.0%
Information	9.66	-15.2%	-15.0%	-18.6%
Management	9.04	2.0%	7.0%	0.5%
Total Nonfarm Employment	**1,438.70**	**-7.1%**	**-5.2%**	**4.5%**

Source: California EDD. Analysis by UCR Center for Economic Forecasting and Development

Employment growth since mid-2020 has kept pace with California and the U.S. (Figure 12).

Figure 12: Indexed Employment Growth for the Inland Empire Compared to California and the United States, 2010 to 2020



Source: California EDD. Analysis by UCR Center for Economic Forecasting and Development

Of all of the industries, Transportation and Warehousing grew at the fastest pace, adding 43,400 jobs, followed by Construction, which added 34,200 jobs and Educational Services, which added 32,100 jobs from 2014 to 2019 (Table 5). The ten fastest growing industries listed in Table 5 added 236,500 jobs in the Inland Empire, or 97.5% of all jobs added in the region between 2014 and 2019.

Table 5: Fastest Growing Industries in the Inland Empire by Number of Workers Added, 2014-2019

	NUMBER OF WORKERS		
	2014	2019	Change
Transportation, warehousing, and utilities	132,736	176,113	+43,377
Construction	140,855	175,017	+34,162
Educational services	146,212	178,322	+32,110

Health care and social assistance	230,994	259,436	+28,442
Professional and business services	179,225	203,384	+24,159
Other services, except public administration	91,710	108,971	+17,261
Public administration	90,907	107,639	+16,732
Accommodation and food services	136,901	153,296	+16,395
Retail trade	228,703	244,950	+16,247
Manufacturing	169,761	177,367	+7,606
Inland Empire Overall	**1,789,199**	**2,031,743**	**+242,544**

Source: American Community Survey. Analysis by UCR Center for Economic Forecasting and Development

At the industry subsector level, Construction added the most jobs (+34,200), followed by Educational Services (+32,100 jobs) and Warehousing and Storage (+31,700 jobs). These three subsectors added almost 100,000 jobs in the Inland Empire alone. These ten fastest growing subsectors added 197,900 jobs, or 81.6% of the region's total jobs added (Table 6).

Table 6: Fastest Growing Subsectors in the Inland Empire by Number of Workers Added, 2014-2019

	NUMBER OF WORKERS		
	2014	**2019**	**Change**
Construction	140,855	175,017	+34,162
Educational services (primary/secondary)	146,212	178,322	+32,110
Warehousing and storage	24,238	55,950	+31,712
Professional and technical services	74,258	97,857	+23,599
Ambulatory health care services	80,489	97,522	+17,033
Nonstore retailers	5,871	21,881	+16,010
Food services and drinking places	118,672	132,936	+14,264
Administration of human resource programs	10,822	21,684	+10,862
Couriers and messengers	11,790	21,327	+9,537
Repair and maintenance	30,535	39,113	+8,578
Inland Empire Overall	**1,7891,99**	**2,031,743**	**+242,544**

Source: American Community Survey. Analysis by UCR Center for Economic Forecasting and Development

In just five years, the presence of e-commerce has expanded significantly (Table 7). Correspondingly, employment in Nonstore Retailers have almost quadrupled (+272.7%) from 2014 to 2019. Employment in Warehousing and Storage (+130.8%) and Administration of Human Resource Programs (+100.4%) have also at least doubled during the same period. The rise of Warehousing and Storage jobs is due to the booming logistics industry in the region, which also likely explains the increase in Transit and Ground Passenger Transportation employment (+88.0%) and Rail Transportation (+33.8%). Administration of Human Resource Programs, which is a

subsector of Public Administration, comprises government establishments primarily engaged in the planning, administration, and coordination of programs for public assistance, social work, and welfare activities.

Table 7: Fastest Growing Subsectors in the Inland Empire by Employment Growth Rate, 2014-2019

	NUMBER OF WORKERS		
	2014	2019	% Change
Nonstore retailers	5,871	21,881	272.7%
Warehousing and storage	24,238	55,950	130.8%
Administration of human resource programs	10,822	21,684	100.4%
Transit and ground passenger transportation	7,885	14,825	88.0%
Couriers and messengers	11,790	21,327	80.9%
Motion picture and sound recording industries	4,046	5,855	44.7%
Chemical manufacturing	11,955	16,542	38.4%
Miscellaneous store retailers	18,766	25,913	38.1%
Membership associations and organizations	18,051	24,803	37.4%
Rail transportation	4,834	6,468	33.8%
Inland Empire Overall	**1,7891,99**	**2,031,743**	**13.6%**

Source: American Community Survey. Analysis by UCR Center for Economic Forecasting and Development

The number of people who work as Home Health and Personal Care Aides; and Nursing Assistants, Orderlies, and Psychiatric Aides have almost quadrupled (+278.3%) from 2014 to 2019, highlighting the Inland Empire's growing needs for basic healthcare services (Table 8). In addition, the number of people working as Counselors, Social Workers, and Other Community and Social Service Specialists (+54.3%) and Religious Workers (+53.0%) also grew substantially, underscoring the region's increasing demand for social services. Although employment in the Arts, Entertainment, and Recreation industry (+9.1%) grew slower than overall employment in the Inland Empire (+13.6%), some of its related occupations are the fastest growing in the region. There are substantially more Media and Communication Equipment Workers (+93.1%) and Entertainers and Performers, Sports and Related Workers (+66.1%) in 2019 than in 2014.

Table 8: Fastest Growing Occupations in the Inland Empire by Employment Growth Rate, 2014-2019

	NUMBER OF WORKERS		
	2014	2019	% Change
Home Health and Personal Care Aides; and Nursing Assistants, Orderlies, and Psychiatric Aides	14,271	53,987	278.3%
Media and Communication Equipment Workers	2,628	5,075	93.1%
Entertainers and Performers, Sports and Related Workers	6,504	10,802	66.1%
Other Construction and Related Workers	4,529	7,444	64.4%
Material Moving Workers	80,196	129,125	61.0%
Counselors, Social Workers, and Other Community and Social Service Specialists	22,568	34,830	54.3%
Religious Workers	5,097	7,796	53.0%
Drafters, Engineering Technicians, and Mapping Technicians	6,739	10,117	50.1%
Animal Care and Service Workers	3,732	5,399	44.7%
Operations Specialties Managers	23,580	32,942	39.7%
Inland Empire Overall	**1,7891,99**	**2,031,743**	**13.6%**

Source: American Community Survey. Analysis by UCR Center for Economic Forecasting and Development

Occupational Knowledge, Skills and Abilities

This section highlights the knowledge, skills, and abilities desired by employers across industries for occupations most in demand today as well as for emerging occupations. Tables below list the technical skills as well as workplace success personal attributes or "soft skills" that may be required for a given occupation. See Tables 9 and 10 for the knowledge skills and abilities for the most common occupations in the region and the fastest growing occupations.

Table 9: Desired Knowledge, Skills, and Abilities for Most Common Occupations in the Inland Empire

	Knowledge	Skills	Abilities	Credentials
Material Moving Workers	English Language; Mechanical; Production and Processing; Public Safety and Security; Mathematics	Operation Monitoring; Operation and Control; Monitoring; Critical Thinking; Active Listening;	Multi-limb Coordination; Control Precision; Problem Sensitivity; Near Vision; Manual Dexterity	Usually requires High School Diploma or Higher
Construction Trades Workers	Building and Construction; Mechanical; Mathematics; English Language; Customer and Personal Service	Critical Thinking; Coordination; Active Listening; Monitoring; Speaking	Near Vision; Arm-Hand Steadiness; Manual Dexterity; Multi-limb Coordination; Trunk Strength	Usually requires High School Diploma or Higher
Retail Sales Workers	Customer and Personal Service;	Active Listening; Service Orientation;	Oral Expression; Oral	Usually requires High

	English Language; Sales and Marketing; Mathematics; Clerical	Speaking; Reading Comprehension; Social Perceptiveness	Comprehension; Speech Clarity; Speech Recognition; Problem Sensitivity	School Diploma or Higher
Other Management Occupations	Administration and Management; Customer and Personal Service; English Language; Personnel and Human Resources; Education and Training	Speaking; Active Listening; Reading Comprehension; Critical Thinking; Coordination	Oral Expression; Oral Comprehension; Written Comprehension; Problem Sensitivity; Written Expression	Varies from High School Diploma to Bachelor's Degree or higher
Motor Vehicle Operators	Customer and Personal Service; Transportation; Public Safety and Security; English Language; Law and Government	Operation and Control; Active Listening; Speaking; Critical Thinking; Operation Monitoring	Far Vision; Near Vision; Multi-limb Coordination; Problem Sensitivity; Control Precision	Usually requires High School Diploma or Higher
Information and Record Clerks	Customer and Personal Service; English Language; Clerical; Computers and Electronics; Mathematics	Active Listening; Speaking; Reading Comprehension; Critical Thinking; Service Orientation	Oral Expression; Oral Comprehension; Written Comprehension; Speech Clarity; Speech Recognition	Usually requires High School Diploma or Higher
Healthcare Diagnosing or Treating Practitioners	Medicine and Dentistry; Customer and Personal Service; English Language; Psychology; Biology	Active Listening; Critical Thinking; Speaking; Reading Comprehension; Social Perceptiveness	Problem Sensitivity; Oral Expression; Oral Comprehension; Inductive Reasoning; Deductive Reasoning	Usually requires Associate Degree or Higher
Preschool, Elementary, Middle, Secondary, and Special Education Teachers	Education and Training; English Language; Psychology; Customer and Personal Service; Computers and Electronics	Speaking; Instructing; Active Listening; Learning Strategies; Reading Comprehension	Oral Expression; Oral Comprehension; Written Comprehension; Problem Sensitivity; Written Expression	Varies from High School Diploma to Bachelor's Degree and/or Certification
Supervisors of Sales Workers	Customer and Personal Service; Administration and Management; English Language; Sales and Marketing; Personnel and Human Resources	Active Listening; Speaking; Monitoring Social Perceptiveness; Coordination	Oral Comprehension; Oral Expression; Speech Clarity; Speech Recognition; Problem Sensitivity	Usually requires High School Diploma or Higher

Building Cleaning and Pest Control Workers	Customer and Personal Service; English Language; Public Safety and Security; Administration and Management; Chemistry	Active Listening; Critical Thinking; Time Management; Social; Perceptiveness Speaking	Near Vision; Oral Comprehension; Oral Expression; Speech Clarity; Problem Sensitivity	Usually requires High School Diploma or Higher

Source: O*NET Online. Analysis by UCR Center for Economic Forecasting and Development

Table 10: Desired Knowledge, Skills, and Abilities for Fastest Growing Occupations in the Inland Empire

	Knowledge	Skills	Abilities	Credentials
Material Moving Workers	English Language; Mechanical; Production and Processing; Public Safety and Security; Mathematics	Operation Monitoring; Operation and Control; Monitoring; Critical Thinking; Active Listening;	Multi-limb Coordination; Control Precision; Problem Sensitivity; Near Vision; Manual Dexterity	Usually requires High School Diploma or Higher
Home Health and Personal Care Aides; and Nursing Assistants, Orderlies, and Psychiatric Aides	Customer and Personal Service; English Language; Public Safety and Security; Psychology; Education and Training	Service Orientation; Social Perceptiveness; Active Listening; Speaking; Monitoring	Oral Comprehension; Oral Expression; Problem Sensitivity; Near Vision; Speech Recognition	Usually requires High School Diploma or Higher
Construction Trades Workers	Building and Construction; Mechanical; Mathematics; English Language; Customer and Personal Service	Critical Thinking; Coordination; Active Listening; Monitoring; Speaking	Near Vision; Arm-Hand Steadiness; Manual Dexterity; Multi-limb Coordination; Trunk Strength	Usually requires High School Diploma or Higher
Information and Record Clerks	Customer and Personal Service; English Language; Clerical; Computers and Electronics; Mathematics	Active Listening; Speaking; Reading Comprehension; Critical Thinking; Service Orientation	Oral Expression; Oral Comprehension; Written Comprehension; Speech Clarity; Speech Recognition	Usually requires High School Diploma or Higher
Preschool, Elementary, Middle, Secondary, and Special Education Teachers	Education and Training; English Language; Psychology; Customer and Personal Service; Computers and Electronics	Speaking; Instructing; Active Listening; Learning Strategies; Reading Comprehension	Oral Expression; Oral Comprehension; Written Comprehension; Problem Sensitivity; Written Expression	Varies from High School Diploma to Bachelor's Degree and/or Certification
Business Operations Specialists	English Language; Customer and Personal Service;	Speaking; Active Listening; Reading Comprehension;	Oral Expression; Oral Comprehension;	Varies from High School Diploma to

	Administration and Management; Mathematics; Computers and Electronics	Critical Thinking; Writing	Written Comprehension; Deductive Reasoning; Speech Clarity	Bachelor's Degree or higher
Counselors, Social Workers, and Other Community and Social Service Specialists	Psychology; Therapy and Counseling; Customer and Personal Service; English Language; Education and Training	Active Listening; Social; Perceptiveness; Speaking; Reading Comprehension; Critical Thinking	Oral Expression; Oral Comprehension; Problem Sensitivity; Written Comprehension; Written Expression	Usually requires Associate Degree or Higher
Healthcare Diagnosing or Treating Practitioners	Medicine and Dentistry; Customer and Personal Service; English Language; Psychology; Biology	Active Listening; Critical Thinking; Speaking; Reading Comprehension; Social Perceptiveness	Problem Sensitivity; Oral Expression; Oral Comprehension; Inductive Reasoning; Deductive Reasoning	Usually requires Associate Degree or Higher
Other Management Occupations	Administration and Management; Customer and Personal Service; English Language; Personnel and Human Resources; Education and Training	Speaking; Active Listening; Reading Comprehension; Critical Thinking; Coordination	Oral Expression; Oral Comprehension; Written Comprehension; Problem Sensitivity; Written Expression	Varies from High School Diploma to Bachelor's Degree or higher
Supervisors of Sales Workers	Customer and Personal Service; Administration and Management; English Language; Sales and Marketing; Personnel and Human Resources	Active Listening; Speaking; Monitoring Social Perceptiveness; Coordination	Oral Comprehension; Oral Expression; Speech Clarity; Speech Recognition; Problem Sensitivity	Usually requires High School Diploma or Higher

Source: O*NET Online. Analysis by UCR Center for Economic Forecasting and Development

Current Openings and Most Commonly Desired Certifications

An analysis of current openings and the most commonly desired certifications for the three sectors the region plans to focus on was conducted in late January 2021. At that time, 6,169 jobs were identified in healthcare and these positions most commonly required AHA CPR and First Aid Certification in addition to nursing credentials and certifications and NNCC Certifications. Less common were Social Worker-related credentials and certifications, and National Registry of Emergency Medical Technicians. In Manufacturing, 1,662 current openings were identified, and a Commercial Driver's License was the most commonly desired certification, with a small number requesting CPR, First Aid, PMI and ASQ certifications. A total of 1,552 openings were noted in Transportation and Logistics and similar to Manufacturing, a Commercial Driver's License was the most commonly desired certification. A relatively few number of employers requested CPR and First Aid and the RETA certification in this industry. Please see Table 11.

Table 11: Current Openings and Most Commonly Desired Certifications in the Inland Empire (January 2021)

IERPU Target Sector	Current Openings	Commonly Desired Certifications
Healthcare	6,169	• American Heart Association (AHA) CPR & First Aid • American Red Cross - First Aid Certification • Nursing Credentials and Certifications • Nephrology Nursing Certification Commission (NNCC) Certifications
Manufacturing	1,662	• Commercial Driver's License (CDL) • American Society for Quality (ASQ) Certification • American Heart Association (AHA) CPR & First Aid Certifications • Project Management Institute (PMI) Certifications
Transportation and Logistics	1,552	• Commercial Driver's License (CDL) • Refrigerating Engineers & Technicians Association (RETA) Certification • American Heart Association (AHA) CPR & First Aid Certifications

Source: CalJOBS. UCR Center for Economic Forecasting and Development

Relevant Gaps Between Employer Needs and Workforce Qualifications

The primary characteristic for which we can base this gap analysis is the education level required for current most common and fastest growing occupations and the education level of the Inland Empire workforce. The vast majority of the occupations currently and growing noted above in Tables 9 and 10 only require a High School Diploma or less and 66.9% of the Inland Empire workforce have at least some college, which is above that level of education. However, most of these are also low-wage occupations and higher-wage occupations such as Healthcare Diagnosing or Treating Practitioners require at least an Associate's Degree or higher. Since more than 33% of Inland Empire residents have a High School Diploma or less, and a portion of the 66.9% do not have an Associate's Degree, there is a qualifications gap here. There is also likely an educational mismatch and those with education levels that include at least some college may not have coursework that prepares them for the high-growth occupation.

III. Fostering Demand-Driven Skills Attainment

IERPU Goals and Regional Indicators

In order to meet the needs of the participants, employers and its organizational partners, the IERPU has developed a comprehensive set of goals for this plan. The goals are categorized in five key areas: 1) Regional Sector-Based Career Pathways, 2) High Road Employment System, 3) Access and Inclusion for All, 4) Future of Work and 5) Regional Coordination and Alignment. Please see Table 12 for a summarized list of the regional goals and Appendix B for the goal list, complete with tactics and indicators for each. Goals that intersect with the region's response to COVID-19 (#8, #11 and #14) are highlighted in color in Appendix B.

As noted under tactics for Goal #1, the region will develop four regional indicators:

Regional Indicator 1: Development of a process to communicate industry workforce needs to supply-side partners

Regional Indicator 2: Development of policies supporting equity and defining job quality

Regional Indicator 3: Identification of shared target populations of emphasis

Regional Indicator 4: Deployment of shared/pooled resources to provide services, training, and education to meet target population needs

The IERPU will coordinate with CWDB and ta Technical Assistance Provider Evaluation Team to establish and track outcomes related to the four regional indicators noted above.

Table 12: Inland Empire Regional Goals

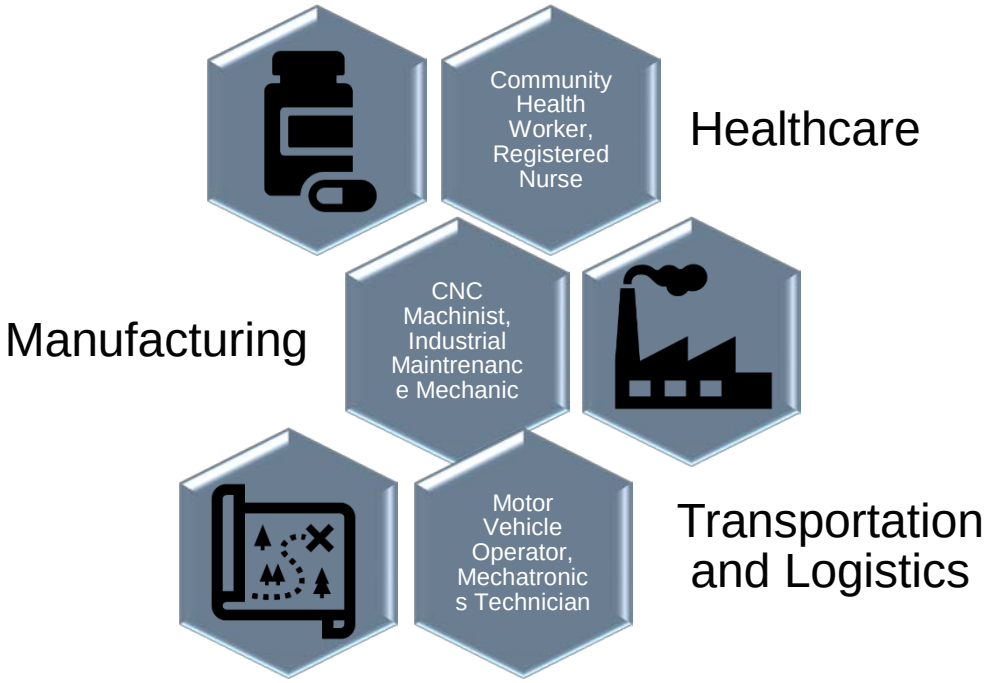
Regional Sector-Based Career Pathways	**#1)** Continue to develop and measure participant success in regional sector-based career pathways for both youth and adults, with a focus on the following sectors: 1) Healthcare, 2) Manufacturing and 3) Transportation and Logistics
	#2) Ensure all pathways are accessible and lead to a living-wage occupation
	#3) Develop pre-apprenticeship and apprenticeship programs in both traditional (e.g. building trades) and non-traditional sectors (e.g. healthcare)
High Road Workforce System	**#4)** Facilitate the necessary partnerships and organizational development among the workforce development boards, America's Job Centers of California, and other key partners to support high road employment
	#5) Develop a small business strategy to support high road entrepreneurship, including the creation and support of high-road jobs
	#6) Work with employers to identify career pathways to high-road employment
Access and Inclusion for All	**#7)** Facilitate community involvement to identify and address issues of race, equity and high road principles for the purpose of promoting improved service delivery, income mobility for individuals with barriers for employment, and growth in the regional economy
	#8) Development of regional, sub-regional and multi-regional strategies in response to COVID-19
	#9) Improve access to technology and build the digital literacy skills of participants in the region
	#10) Improve information and referral system to ensure participants receive the services they need
Future of Work	**#11)** Create a culture of adaptiveness, flexibility and acceptance of change when faced with FOW challenges or major disruptions such as COVID-19
	#12) Respond to the impacts of automation on jobs and career pathways
	#13) Prepare participants to thrive in remote and gig work situations and organizations/employers to ensure these jobs are high road
	#14) Integrate new on-the-job Health and Safety considerations into services (e.g. social distancing, new OSHA or CDC policies likely to come into effect due to COVID-19)
Regional Coordination and Alignment	**#15)** Conduct an organizational analysis/assessment to improve and streamline service delivery efforts
	#16) Increase efficiencies and reduce duplication through regional cooperation
	#17) Professional development, training and capacity building of workforce staff and partners

In-Demand Industry Sectors and Occupations

Based on the Analytical Overview, the IERPU plans to continue developing regional sector pathways in the three sectors with the highest current and emerging demand: 1) Healthcare, 2) Manufacturing and 3) Transportation and Logistics. These three sectors were the region's focus in the prior 2017 – 2020 regional plan and remain the sectors with the most opportunity in the Inland Empire for the next four years.

As noted above in the Analytical Overview, each of these sectors have high road employment opportunities such as Registered Nursing in Healthcare, Industrial Maintenance Mechanic in Manufacturing and Mechatronics Technician in Transportation and Logistics (Figure 13). The education level required for these positions are usually at an associate's degree level primarily, which aligns well with the population of the region as noted in Tables 10 and 11 above. Given the high level of emerging demand in these sectors, there is ample opportunity that facilitates accessibility for participants in the region.

Figure 13: Targeted In-Demand Regional Sectors and Sample Occupations



The approach to developing career pathways in these in-demand industry sectors is captured in the goals the region has collaboratively developed below in Appendix B. Under the first section of the Inland Empire Regional Goals, Regional Sector-Based Career Pathways, the region developed Goals 1-3:

1. **Continue to develop and measure participant success in regional sector-based career pathways for both youth and adults, with a focus on the following sectors:**
    a. **Healthcare**

b. **Manufacturing**
c. **Transportation and Logistics**

2. **Ensure all pathways are accessible and lead to a living-wage occupation**

3. **Develop pre-apprenticeship and apprenticeship programs in both traditional (e.g., building trades) and non-traditional sectors (e.g., healthcare)**

Tactically, the region intends to accomplish the first goal by coordinating with partners; continuing to track labor market information; leveraging a business-to-business approach to employer engagement (such as identifying and using "business champions") to deepen partnerships with employers in the region; ensuring credentials are portable and stackable and promoting lifelong learning. These tactics are all consistent with current activities in the region and will also result in the development of Regional Indicators 1-4 as identified above.

Ensuring that all pathways lead to a living wage occupation requires the development of a definition of living wage at a subregional level because of the variance in cost of living across the region. The CWDB's High Road framework will be used as a guide in determining job quality, including the definition of living wage. In order to make pathways more accessible, the region intends to improve the referral process with technology and integrating virtual services. Additionally, the region will support those who have left the workforce in returning, breaking down silos and reducing competition between workforce agencies working together to build career pathways in the region.

Finally, the region has prioritized the development of pre-apprenticeship and apprenticeship programs, building upon foundational programs at the InTech Center, High Desert Training Center and Riverside Community College District. Through improving program alignment, expanding program capacity and incorporating work-based learning opportunities, the region expects to be able to increase the number of participants in these programs, increase the persistence rate or trainees and develop new pre-apprenticeship or apprenticeship programs.

Responding to the Future of Work

All three of the target sectors identified above will be impacted by changes to the economy brought on by automation, the gig economy and remote work. In order to anticipate emerging demand in these sectors, these concepts are germane to career pathways for both youth and adults. The region took this into account in the planning process, intentionally discussed this with partners during input meetings and developed a specific set of goals related to the "Future of Work" in Appendix B, Goals 11-14:

11. **Create a culture of adaptiveness, flexibility and acceptance of change when faced with FOW challenges or major disruptions such as COVID-19**

12. **Respond to the impacts of automation on jobs and career pathways**

13. **Prepare participants to thrive in remote and gig work situations and organizations/employers to ensure these jobs are high road**

14. **Integrate new on-the-job Health and Safety considerations into services (e.g., social distancing, new OSHA or CDC policies likely to come into effect due to COVID-19)**

Both in response to the changes to the economy that new technology and changing work culture will bring and the long-term impacts of COVID-19, Goal #11 addresses the need to create a culture of adaptiveness in the region. This will include tactics such as creating alignment and trust among stakeholders, improving communication and more specifically, providing support for surge occupations recruitment when needed. An indicator of success is a positive response from employers who are able to recruit from the regional workforce development system to meet changing workforce needs.

Two more goals, Goals #12 and #13, call out responding to and preparing the workforce development system for automation, the gig economy and remote working, ensuring that jobs are high quality. Tactically, it will require reviewing current programs and services to look for opportunities to update them where needed to ensure participants are ready for the changes to existing jobs, or even for new ones that may be created. Building the digital literacy skills of participants will be a keystone of this approach as well as training staff on new technologies in the target sectors. Finally, working with employers to understand how technology, remote work and the gig economy may be changing jobs and how to ensure they are high road jobs will be necessary.

Goal #14 specifically addresses how the pandemic will directly change working conditions on the job, through new health and safety regulations. Workforce development organizations can expect that workspace layouts will change, there may be less individuals in a specific space than before and there may be new standards for cleanliness and sanitization they will need to be aware of. These new regulations will also impact training and in-person services, perhaps impacting the capacity of programs. Demonstrating real-time responsiveness to known and anticipated workplace health and safety changes in addition to policies and procedures for providing services are potential indicators of success.

Implementation of Regional Sector-Based Career Pathways

Assigned Partner Organizations

Implementation of regional sector-based career pathways relies on coordination with key partners. The IERPU consists of the Riverside County Workforce Development Board (RCWDB) and the San Bernardino County Workforce Development Board (SBCWDB), and its primary partners include the agencies listed below in Table 13. In addition, the IERPU works with a number of nonprofit and other support organizations, which participated in the planning process outlined in Appendix A.

Table 13: Assigned Partners

Agency	Regional Partner
California Department of Rehabilitation (DOR)	Inland Empire Regional Office
Community Colleges	Barstow, Chaffey, College of the Desert, Copper Mountain, Crafton Hill, Moreno Valley, Mt. San Jacinto, Norco, Palo Verde, Riverside City, San Bernardino Valley, Victor Valley
Adult Education Block Grant (AEBG)	Barstow Area Consortium for Adult Education, Victor Valley Adult Education Regional Consortium, Morongo Basin AEBG Consortium, Desert Regional Consortium, Palo Verde River Consortium, Inland Adult Education Consortium, About Students Regional Consortium, S. Riverside AEBG, West End Corridor/ Chaffey Regional AE Consortium
Economic Development Centers (EDC)	Coachella Valley Economic Partnership, Inland SoCal Link iHub, California Network for Manufacturing Innovation (CNMI) iHub
Small Business Development Centers (SBDC)	Coachella Valley, Inland Empire, Orange County Inland Empire
County Office of Education (COE)	San Bernardino, Riverside
K-12 Career and Technical Education (CTE)	California Department of Education Region 7

Guiding Principles

There are three guiding principles the IERPU and its partners will utilize to foster demand-driven skills attainment in the region:

1. **Equitable Access to Regional Sector-Based Career Pathways for All:** In order to ensure that all participants in the IE region have equitable access to career pathways, strong supports and services need to be in place. Particularly in response to COVID-19, which has exacerbated existing inequities and exposed new ones. The region plans to develop regional, sub-regional and multi-regional responses to the pandemic, facilitating community involvement to identify long-standing as well as emerging issues of racial and ethnic inequities. Specifically, the region has identified access to technology, Wi-Fi, in-person services as a barrier to equity, particularly for remote areas of the region and has strategies to address these issues. They are discussed in detail below and in Appendix B under "Access and Inclusion for All".

   Automation, the gig economy and remote working are a few concepts that will all have an impact on access and inclusion for participants. These "future of work" issues have the potential to dramatically alter jobs tasks, job quality and possibly to eliminate entire job categories. The IERPU plans to address this through creating a culture of adaptiveness, responding to the impacts of automation, gig economy and remote work in the design of career pathways and considering how new health and safety standards will impact jobs. Please see Appendix B under "Future of Work" for more details.

2. **High Road Employment Focus:** The IERPU engages in a number of business engagement activities to regularly receive guidance about industry needs and to guide the development of career pathway programs. The goal is to make each business a true partner in workforce development and not only a customer. Both local workforce boards work with business intermediaries such as Chambers of Commerce to leverage a Business to Business or "B2B" approach. The B2B approach utilizes business champions to recruit their peers to become employer partners with the IERPU and its workforce development partners. This type of partnership provides opportunities for the region to encourage high road business practices such as family-supporting wages (used interchangeably with "living wage" in this document), benefits, safe working conditions, fair scheduling practices, and transparent career advancement opportunities.

   As a partner with the business community, the IERPU regularly looks for opportunities to provide support to regional businesses in new ways. In 2020, the region worked closely with economic development teams in both counties to support businesses impacted by COVID-19. This included outreach related to Rapid Response and other layoff aversion programs. As an example of a new approach, SBC staff made an average of 1,000 business calls per week to offer the assistance of the SBC COVID-Compliant Business Partnership Program. The program included up to $5,000 in emergency funding and access to Personal Protective Equipment (PPE) at cost. Being a valuable service provider to businesses in multiple ways builds a stronger partnership and new opportunities for participants with these employers. The IERPU intends to facilitate organizational development, develop a small business strategy for supporting high road entrepreneurship and to work closely with employers to identify career pathways to high road employment. Please see below and Appendix B under "High Road Employment System" for more details.

3. **A Cohesive Regional Workforce Development System:** The three guiding principles rely on having a cohesive regional workforce development system. Both counties are committed to ensuring that the IERPU is successful in delivering accessible career pathways to the middle class and intend to build upon its successful regional partnership and address outstanding issues as they are identified. This begins with an assessment of the region's strengths and weaknesses in terms of coordinated service delivery, increasing efficiencies while reducing duplication and professional development, training and capacity building of workforce staff and partners. Please see below and Appendix B under "Regional Coordination and Alignment" for more details.

Regional Organizing Mechanisms

On an ongoing basis, the IERPU Regional Goals will be reviewed against progress made on the indicators that are identified for each goal in Appendix B. There are three key mechanisms for establishing regional indicators and tracking progress on these regional goals:

Implementation of the IERPU Regional Plan : As noted above, the region submitted a proposal for funding its regional planning process, which includes the hiring of a consultant to help establish benchmarks, develop Regional Indicators 1-4 and set indicators for measuring progress. The Joint Annual AJCC MOU Partner Meetings will also be a key tactic for operationalizing the regional plan.



Regional Strategic Planning: In addition to regular local WDB meetings for both SBCWDB and RCWDB, the IE region has the IERPU Steering Committee. This body supports specific regional projects such as Prison to Employment (P2E) in addition to broad-scope regional organizing, training coordination and support. Members from both county workforce boards serve on this committee in addition to other partner organizations. As noted above, a Joint AJCC MOU Partner Meeting is held annually.

Local Strategic Planning: On an ongoing basis, both SBCWDB and RCWDB have local planning processes, focused on ensuring the workforce development system is appropriately responsive to business and community needs. The WDBs rely on LMI data and occupational outlooks from the most current data sources. Occupational outlooks are cross-referenced with the O*NET for education, experience and skills requirements as well as entry-level wage information that is used in identifying workforce needs. These analyses are also used to determine the target industries that the WDBs will prioritize as they plan and implement the local workforce development strategies. Strategic planning sessions of the WDBs are usually scheduled annually for each WDB to identify adjustments to be made to plans or developing new goals as needed.

IV. Enabling Upward Mobility for All Californians

High Road Workforce System

In alignment with the CWDB state workforce plan, a high road workforce development agenda will require regional systems that support high road employment. It is the intention of the IERPU and its partners to prioritize working with employers who provide quality, high road jobs with family-sustaining wages and comprehensive benefits. The region also has a plan for developing a policy related to job quality. This is outlined in the set of regional goals titled "High Road Workforce System" in Appendix B, Goals 4-6:

4. **Facilitate the necessary partnerships and organizational development among the workforce development boards, America's Job Centers of California, and other key partners to support high road employment**

5. **Develop a small business strategy to support high road entrepreneurship, including the creation and support of high-road jobs**

6. **Work with employers to identify career pathways to high-road employment**

Employer-Driven Training Model

The employer driven training model is a collaborative effort with employers, education partners and the Workforce Development Boards (WDBs). It emerged as a strategy to better support regional businesses as they recover from the COVID-19 pandemic. This model allows the employers to select employees prior to the start of their training, ensuring that participants will be hired upon completion of the training. So far, it has proven to be a successful approach to both a CNA and a Truck Driving training cohort. The region is considering expansion of the model to the manufacturing sector in response to employer needs.

With relation to employers offering high road jobs, the IERPU intends to leverage its industry consultants to work with employer on identifying high-road employment opportunities. Industry consultants for healthcare and manufacturing have been active since 2016 (with a several month interruption in activity for manufacturing in 2020). An industry consultant for transportation and logistics was added in 2019. A new consultant for manufacturing was recently identified in late 2020 and is coming on board at the writing of this plan.

An example of the industry consultants' responsibilities that will prioritize high road employment is in healthcare where the consultant will assist the region to partner with the LAUNCH Initiative to continue to promote the Community Health Worker (CHW) training program for high road healthcare jobs.

In response to the needs that small businesses in the region express, the IERPU and its partners will identify solutions that include high road jobs. A strong, high-functioning workforce leads to a strong business, creating jobs that pay a living wage, include benefits, and are flexible and supportive to the needs of workers. This goal will also include developing and augmenting entrepreneurship training with education about high road jobs and why they should be part of a business plan. Finally, training will be provided to small business employees to help them with meeting the demands of a high road job and helping make a small business successful.

As described in Goal #4, the region will convene an annual Joint AJCC Partnership Meeting with MOU partners from both counties. An outcome of this meeting will be a formal policy for job quality. The partners will make use of regional LMI data, a cost-of-living assessment for the region, discussion with employers as noted in Goal #1, and feedback from other partners and participants to develop the policy. Aligned with the CWDB Unified Strategic Workforce Development Plan, the region will explore elements of job quality related to family-supporting wages, benefits, safe working conditions, fair scheduling practices, and career advancement opportunities that are transparent.

Finally, the region will develop a formal policy related to job quality as part of the regional plan implementation. This is accomplished through coordination with a consultant to establish benchmarks, develop and measuring progress towards Regional Indicators 1-4. Regional Indicator 2 includes the development of a formal policy related to job quality. The CWDB's High Road Framework will be a key tool in developing this policy and it will include elements of equity, climate and what makes high-quality jobs such as paying a living wage. The annual Joint AJCC Partnership meeting, noted under tactics in Goal #4, will also be leveraged to determine what will be included in this policy.

Equity and Economic Justice

As noted in the Analytical Overview, the IE region is both a culturally diverse and a geographically vast area. There is a prevailing interest to ensure all participants have equitable access to career pathways, no matter where they live or the services they need to be successful. The IERPU has developed a set of goals, with associated tactics and indicators for success under the category of "Access and Inclusion for All" in Appendix B, Goals 7-10:

7. **Facilitate community involvement to identify and address issues of race, equity and high road principles for the purpose of promoting improved service delivery, income mobility for individuals with barriers for employment, and growth in the regional economy**

8. **Development of regional, sub-regional and multi-regional strategies in response to COVID-19**

9. **Improve access to technology and build the digital literacy skills of participants in the region**

10. Improve information and referral system to ensure participants receive the services they need

Goal #7 includes hiring a consultant to establish benchmarks and new strategies, including for access and inclusion. It will include an organizational analysis to determine barriers for specific populations in the system and opportunities to reduce these barriers to entry. It will also include regular community conversations, engagement and feedback to ensure that the IERPU is aware of and addressing any outstanding needs for access and inclusion in regional career pathway programs.

In response to the COVID-19 pandemic as well as in relation to access and inclusion, a response at multiple levels – regional, sub-regional and multi-regional – is necessary. It will take regular engagement with partners, participants and employers to develop new strategies, both short- and long-term to help the region's economy recover from the pandemic. Providing more accessible and safer in-person services through co-location of staff in partner agencies is an important tactic to achieve this. Finally, the pandemic also highlighted an ongoing need to improve the access to technology and build digital literacy in the region. The region intends to support efforts to identify and connect communities who need better access and disseminate information at AJCCs and partner organizations as well.

Other indicators of success for this group of goals include new policies to support equity, access and inclusion that are co-developed by regional partners, benchmarks on current performance and measurements to identify success in this area. In order to address the need for digital literacy, AJCCs and partner organizations will add training to workshops and programs. Finally, new tools and resources will be identified or created to assist workforce staff with ensuring access and inclusion for all.

Across WIOA core partners, Community Colleges, Adult Education Programs and community-based organizations the IERPU will also identify shared target populations of emphasis as part of the development of Regional Indicator 3.

Access to Programs for Special Populations

The IERPU partners, with other agencies and community-based organizations (CBOs), continue to serve multiple other special populations and subpopulations including low-income individuals, foster youth, disconnected youth, English Language Learners (ELL), and Persons with Disabilities (PWD). Both WDBs have leveraged these partnerships as part of a regional strategy as well as program development and co-enrollment of shared customers.

Partnerships will continue to be developed to reach and serve special populations throughout the region. IERPU partners rely on the Inland Regional Center (IRC) and the Department of Rehabilitation (DOR) for connections and referrals to PWD living in Independent Living Centers (ILC). IRC and DOR case manage and provide services to PWD including those residing in ILCs and other independent living facilities in the Inland Empire. Co-enrollment of special populations with CBOs allows for additional services to be provided including supportive services, mental health services, Healthcare, training, counseling, childcare, among others as needed to ensure customer success.

During the annual Joint AJCC Partnership Meeting with both counties that is outlined in Goal #4, a regional planning process will be developed to review target populations to look for any necessary service strategy adjustments or additions. This will be based on the partners' observations about the needs of the community, specific population needs and relevant regional demographic data.

Working with Employers and Training Providers to Ensure Equal Access

As noted under "Access and Inclusion for All" above, the region is committed to working with employers, training providers and all partners to ensure that historically unserved and underserved have equal access to regional sector pathways, earn and learn opportunities and supportive services.

Due to the COVID-19 pandemic, the region has set a goal to develop regional, sub-regional and multi-regional strategies to address access and inclusion issues that were either created or exacerbated by the pandemic (see Goal #8). The strategies will address ways to ensure regular engagement of community partners in relation to health and safety issues, addressing both short- and long-term needs of participants (e.g., the availability of virtual services while the pandemic is still a significant concern vs. returning to more in-person services when it is safe to do so).

As described earlier, the region is very geographically large and access to services in remote parts of either county is an issue. Goal #9 addresses this issue by working with regional agencies to advocate for improved broadband access infrastructure, offering access to Wi-Fi in all regional partner locations and building the digital literacy of participants. Indicators of success here include access to affordable and accessible Wi-Fi in the majority of residential locations in the region and increased access to digital literacy training through AJCC workshops and programs or through partner collaboration.

Finally, the region will develop a formal policy related to equity as part of the regional planning process. Both counties have already formally recognized racism as a public health crisis, which provides a strong foundation for developing the policy. This will be accomplished through coordination with a consultant (Goal #7) to establish benchmarks, develop and measuring progress towards Regional Indicators 1-4. Regional Indicator 2 includes the development of a formal policy related to equity. The annual Joint AJCC Partnership meeting, noted under tactics in Goal #4, will also be leveraged to determine what will be included in this policy.

Providing Access to Jobs for Justice-Involved Individuals: The Inland Empire Prison to Employment Initiative (P2E)

The Inland Empire Prison to Employment Initiative connects individuals who were formerly incarcerated and other justice-involved individuals with high demand jobs in the labor market with the goal of reducing recidivism. Both Riverside and San Bernardino Counties have partnered with several community-based organizations to provide the services including Operation New Hope, Center for Employment Opportunities, Inland SoCal United Way, San Bernardino Community College District, Goodwill, Reintegration Academy and Starting Over, Inc.

These organizations assist individuals with training and employment opportunities including unsubsidized and transitional (subsidized) employment opportunities. In addition, participants are able to access case management and supportive services to pave the way to a successful job.



V. Aligning, Coordinating, and Integrating Programs and Services

System Alignment

Having all workforce system partners moving together toward a shared purpose requires continuous assessment of efficiencies and gaps, followed by changes to improve efficiency. Agreeing on good communication and written agreements are important, but do not tell the whole story of proper system alignment. Keeping this in mind, the IERPU has developed a robust set of goals for system alignment, categorized under "Regional Coordination and Alignment" in Appendix B, Goals 15-17:

15. **Conduct an organizational analysis/assessment to improve and streamline service delivery efforts**

16. **Increase efficiencies and reduce duplication through regional cooperation**

17. **Professional development, training and capacity building of workforce staff and partners**

The next steps for system alignment will be identified through an organizational assessment conducted by a committee comprised of county workforce staff and regional partners. The committee will identify strengths, weaknesses, opportunities and threats that can be used to develop strategies to close gaps, increase efficiencies, reduce duplication and ensure workforce services are as efficient and effective as possible. Tactics for implementing these new strategies will likely include working with various regional coalitions, business organizations and AJCC system partners in both counties.

Other key tactics that will increase system alignment goals include generating, sharing and utilizing quarterly reporting to track progress. It is important for WDB directors, project leads and service delivery partners to be on the same page with current progress as they make decisions about service delivery strategy. In addition, the region will ensure WDB members from both boards participate in AJCC MOU partner meetings at regular intervals. This gives them a better understanding of the tactical challenges and needs of the day-to-day operations as they help shape regional strategies.

Finally, professional development, training and capacity building of workforce staff and partners will be conducted as part of system alignment. Collaborating as a region, the number of workforce staff trained will be tracked and a method to determine impact of the training will be implemented. The local plans for both San Bernardino County and Riverside County contain additional details about the content of workforce staff training.

Joint Annual AJCC MOU Partner Meeting

On an annual basis, the two AJCC MOU Partner groups from both SBCWDB and RCWDB will co-develop an agenda and meet to discuss region-wide workforce activities in order to align and coordinate efforts. Generally, the group will identify needs for coordination among participant services, employer engagement and support services for the shared populations. This body will be a core part of developing Regional Indicators 1-4, benchmarking current activities and setting metrics to determine success against the four indicators. Another priority for this group during the term of this plan is to assist in coordinating capacity building for MOU partners and training for staff.

IERPU MOU and Administrative Cost Arrangements

The RCWDB and SBCWDB entered into a MOU in April of 2018 to formalize their partnership as the IERPU, agree to coordinate on regional planning and implementation, staff and workforce board training and to jointly carry out tasks that are outlined in grant funding from the CWDB. It also established a framework for service agreements between the two counties for subgrants received by either county related to regional workforce development. As one of the first agreements of its kind in the state, it has served as a model for other regions. Please see Appendix C for the complete agreement (to be added in final draft).

As Local Workforce Development Areas (LWDAs), workforce funds are awarded separately from CWDB with either county serving as the administrative and fiscal lead. The MOU created as an "umbrella" agreement for the use of regional funds per IERPU regional WIOA plans, allows for sharing of funds between the two counties, regardless of the designated administrative lead.

<u>Scope of Services in the MOU:</u>

i. Work with county staff and the CWDB staff to deepen regional collaborations
ii. Develop and build workforce/education/economic development partnerships
iii. Engage employers as full partners in the workforce system
iv. Support the implementation of regional activities

A primary subgrant the two workforce boards officially coordinate together on under the terms of this MOU is the state Regional Plan Implementation (RPI) grant, currently the 4.0 iteration. A few activities the counties will coordinate in the current cycle include:

- Stakeholder engagement, and inclusion, strategic partnership development within and across the region (supporting strategic partnership development in singular communities and counties, sub-regional partnership initiatives, and/or expanding or building partnerships across multiple jurisdictions).
- Facilitating community conversations, engagement, and/or training on issues of race, equity and high road principles for the purpose of promoting improved service delivery, income mobility for individuals with barriers for employment, and growth in the regional economy.
- Convene annual Joint AJCC Partnership meeting with Riverside, San Bernardino County and AJCC partners to share best practices, review labor market data and regional plan activities.

In the last planning period, RPI 3.0, the region developed a workplan and collaborated on included activities such as the IERPU Steering Committee (see above under "Regional Organizing Mechanisms"), developing contracts for manufacturing and healthcare consultants, Next Gen Logistics/Transportation Partnership meetings, regular bi-weekly staff meetings including Business Services Solutions and training for participants in the targeted industry sectors.

VI. Conclusion

The IERPU looks forward to implementing this regional workforce development plan with its partners over the next four years. While the data has pointed the region toward specific industries for focusing its sector-based career pathway development efforts - namely in Healthcare, Manufacturing and Transportation and Logistics - there are other important considerations for the regional workforce development system. This plan seeks to balance the employment demand observed in the data with the future of work, access and inclusion, building a high road employment system and ensuring regional system coordination - all while continuing to manage the economic recovery from COVID-19.

With the guiding principles of creating equitable access to regional, sector-based career pathways for all, a high road employment focus and maintaining a cohesive regional workforce development system, the IERPU will continue to realize its vision of a reinvented regional system that engages business and industry in identifying high quality jobs and designing training programs to prepare a competitive workforce.

Appendix A: Stakeholder and Community Engagement Summary

As part of the plan development process, the IERPU held a series of interactive input sessions to engage its stakeholders and gain valuable insight for community needs and resources to develop proposed goals.

Process

Sessions and Attendance

Mode of Outreach	Target of Outreach	Summary of Attendance	Comments
Virtual Conference	Assigned Partners, AJCC MOU Partners, Service Providers and other Stakeholders	126* and 41	Sessions held 12/17/20 and 1/13/21
Workforce Development Board Meeting Workshop (Virtual)	San Bernardino County Workforce Development Board (Planning Workshop)	Approx. 15	Workshop held at regular board meeting 12/16/20
Virtual Conference	Small Working Groups of San Bernardino County Workforce Development Board	2- 4 board members per session	Small group discussions held with board members 1/4/21, 1/6/21, 1/12/21, 1/21/21
Workforce Development Board Meeting Workshop (Virtual)	Riverside County Workforce Development Board (Planning Workshop)	83	Board meeting called specifically to discuss proposed plan goals on 1/11/21
Virtual Conference	Regional Employer Partners	65	Session held 1/20/21

* 126 were registered but technical difficulties with Zoom kept attendance to 100 during the session. Participants who were not able to attend on 12/17/20 were invited to attend on 1/13/21

Format

All sessions were held via Zoom and leveraged a collaborative whiteboard tool, Miro. The sessions included a mix of presenting information and then collecting input in small breakout rooms (max of 20 people) per breakout.

In larger sessions, information was added to the shared board space by a facilitator; in smaller sessions, individuals were given a brief training and added content to the board themselves for a virtual "gallery walk" to provide input.

After small group breakouts, we would debrief as a group.

Analysis

Review of the input sessions including levering the "top 3" presented by each breakout area (if the meeting had such a report back) as well as looking for repeated ideas/phrases, and the main facilitator's observation of ideas that were well received during the course of each discussion.

Feedback

The workforce development boards received overall positive feedback that the meetings were highly engaging and inclusive, seeking input from both vocal participants, as well as leveraging chat feature to also incorporate feedback provided by less vocal participants – this allowed for a more inclusive participation format.

Breakout room facilitators reported that they were able to engage all participants effectively and keep participation high.

Nearly all participants in sessions stayed online and engaged for the full meeting time.

Synthesis of Input

Overarching themes:

- Work collaboratively to avoid competitive duplication of services, including referral system and stronger communication; "warm hand-offs." Partner with stakeholders to identify and break down silos.
- Better shared data – both service provider, as well as labor market and state level data (e.g., ETPL).
- Leveraging virtual services – the surge forward in using Zoom during COVID-19 broke down seeming barriers to working virtually with clients, and also identified barriers to access for some members of the community.
- All groups clearly identified alignment with various partners in the education system, not just K-12, but also adult education, community colleges
- Partnering with employers both to review and understand data, and also take time to educate and engage them on crucial topics. Employers can be informed of the new terms/thinking of the workforce system.
- Leveraging and engaging workforce partners in labor market data so everyone is on the same page about trends and projections.
- Protect small businesses. "Mom and pop" business are a staple of our economy, and can get quickly left behind as things change.
- Asset mapping surfaced in several conversations as a possible next step to identifying resources, looking for duplication of services/possible partnerships, and lifting up the assets of the community overall. They also specified some best practices to inform the region that will help spur things ahead.
- All groups discussed the disparate impact on vulnerable populations, and that serving these communities will be as much about workforce services as mental health, housing and other supports that take into consideration the social and economic impacts of the pandemic as it exacerbated individual/family challenges.
- Discussed ensuring the different needs of rural vs. urban areas, and keeping in mind the variation in industries across the region.

Major Discussion Topics by Theme

Access & Inclusion 	• Virtual services: leverage engagement that is possible when you can use tools like zoom well, and the flexibility of virtual service offerings. • Digital divide: ensure all have high speed internet, and give special attention to reaching and understanding customers without internet • Build platforms to improve digital literacy. • Focus on education by building a stronger connection to the K-12 system, and focus CTE as well as adult education. Ensure that these programs target under-represented communities. • Employer engagement will be crucial in understanding how to improve access. • Build capacity by getting information out, maybe rebranding • Focus on increasing warm hand-offs, and seamless interagency communication. • Create transparency with organization charts, communication and increasing representation from under-represented groups in decision-making.
High Road Employment System 	• Remember small business – especially “mom and pop” in thinking of solutions. • Create a central convener, and bring together the employers. Make sure they see value when they come to the table – employers that need high skill workers will want to participate. Engagement of businesses around high-road employment will be crucial, and language to frame it. • Leverage human centered design to build the mode, using new methods and ideas that will help identify innovations like industry-specific incubators. • Look at new training opportunities – either by focusing on a new audience, such as upskilling adults and/or leveraging adult schools; OJT, incumbent worker training, and low-cost training and certifications. • Identify and increase access to scholarships, as well as consider deeper apprenticeship programs.

Career Pathways to the Middle Class  	• Apprenticeship Programs - building trades and non-traditional Industries. Some industries are established, but need to focus on industry where there is more opportunity. • Engaging with businesses and the education systems, largely to increase partnership and specifically to raise up awareness for students <u>and</u> parents to jobs which do not require a 4-year degree • Begin with the end in mind – leverage labor market data to forecast demand, and work with employers to clearly mine the data and clarify needs. • Improve the eligibility process for pathway opportunities, and ensure the pathways focus on living-wage jobs and that have a progression to better paying. • Make sure it is clear that career pathways are both for youth and adults
COVID-19  	• Consistent collaboration and communication emerged as both a strength of what emerged during the crisis, and also something to focus on moving ahead. • Engaging with the community and employers will be essential in addressing what "normal" will be moving ahead. The pandemic forced partners to embrace some automation, and adapt quickly. All sessions discussed how to continue the flexibility, creativity and quick pivoting that partners did during the most restrictive of pandemic restrictions. • The input strongly reflected that we are not getting back to "normal" but rather the pandemic revealed capacity to gear-up quickly and address online-learning. • The pandemic also highlighted disparities for vulnerable populations, in terms of (and not limited to) underlying health and mental health issues, and digital divide challenges. • Ensuring safety of all workforce partners will be an ongoing concern – partners had to double their "footprint" to ensure safety, and navigate the logistics of accessing PPE/safety equipment. *NOTE: this began as a separate discussion group during input sessions, but the impact of COVID-19 was discussed in every group.*

Future of Work	
	• Culture shift is crucial: be flexible, adaptive and build in contingency plans so that pivoting because a workforce-wide skill. • COVID-19 presented a moment of opportunity to push ahead virtual work, as well as conversations about business efficiency and profitability – but there are still challenges with understanding productivity, trust and digital security. Trust, in particular, repeatedly surfaced as an issue. Also, impacts of COVID-19 will have a lasting impact on how we do business, so we need to embrace that. • Build a strong connection between education system – and its curriculum – to employers so that change is coordinated with all the stakeholders in the system. Impact of robotics, augmented reality and innovation in general will be important – <u>and</u> how to use these innovations to support education/21st Century curriculum. • The question surfaced, and an opportunity to continue the conversation, around "what does competitive look like?" • Helping employers "skill up" around issues like security/privacy, artificial intelligence, AND addressing racial equity. • Leverage partners like the AJCC. • Empowerment was another key theme – both for individuals (vulnerable populations, those with disabilities), as well as small businesses. Addressing underlying issues like the digital divide, housing and health need to be part of the plans going ahead. • Driving less will cause changes, and we do not understand this yet.

Appendix B: Inland Empire Regional Workforce Goals

Below are the IERPU Workforce Goals for 2021-2024, along with associated tactics (how goals will be accomplished) and indicators (how success will be achieved). Goals highlighted in color are part of the region's response to COVID-19.

Regional Sector-Based Career Pathways		
Goal	**Tactics**	**Indicators**
1. Continue to develop and measure participant success in regional sector-based career pathways for both youth and adults, with a focus on the following sectors: • **Healthcare** • **Manufacturing** • **Transportation and Logistics** *Note: the region will also continue to pursue other emerging sectors and occupations as they are identified.*	• Coordinate with partners to implement IERPU's RPI 4.0 proposal • Utilize labor market information, workforce board guidance and feedback from employers to ensure strategies are relevant and effective • Leverage a business-to-business (B2B) approach and deepen partnerships with employers in the region • Ensure credentials are portable and stackable through coordination among regional partners • Promote lifelong learning as part of career pathway development	• **Regional Indicator 1:** Development of a process to communicate industry workforce needs to supply-side partners • **Regional Indicator 2:** Development of policies supporting equity and defining job quality • **Regional Indicator 3:** Identification of shared target populations of emphasis • **Regional Indicator 4:** Deployment of shared/pooled resources to provide services, training, and education to meet target population needs
2. Ensure all pathways are accessible and lead to a living-wage occupation	• Develop an agreed-upon definition of living wage that is based on consistently and readily accessible	• **Regional Indicator 2** (above) • System in place to track co-enrolled participants to engaged

	metrics and able to be regularly (e.g., annually) updated • Improve the referral process by utilizing technology, integrating virtual and in-person services • Support people who have left the workforce in retraining and returning to jobs in target sectors, particularly those impacted by job loss in retail and hospitality sectors • Improve efficiency through breaking down silos and reducing competition between agencies • Leverage the CWDB High Road Framework to guide the definition of job quality and high road employment	them more holistically throughout their career path • Definition of high road occupations for the Inland Empire (**Regional Indicator 2**) • Definition of living wage at a subregional level
3. Develop pre-apprenticeship and apprenticeship programs in both traditional (e.g., building trades) and non-traditional sectors (e.g., healthcare)	• Improve program alignment and expand pre-apprenticeship and apprenticeship opportunities in the region • Leverage existing apprenticeship programs at InTech, High Desert Training Center, and Riverside Community College District • Incorporate work-based learning opportunities to gain hands-on experience where possible	• Increase in the # of participants in existing apprenticeship programs • Increased persistence rate in training programs and # of job placements • Development of new pre- and/or standard apprenticeship programs in target sectors
High Road Workforce System		
Goal	**Tactics**	**Indicators**
4. Facilitate the necessary partnerships and organizational development among the	• Convene annual Joint AJCC Partnership meeting with Riverside, San Bernardino County	• **Regional Indicators 1-4 (above)**

workforce development boards, America's Job Centers of California, and other key partners to support high road employment	and AJCC partners to share best practices, review labor market data and regional plan activities, and determine the four regional indicators • Coordinate with RPI 4.0 Technical Assistance Provider Evaluation Team to establish and track outcomes • Assessment of critical infrastructure; management and facilitation of organizational change where needed • Staff professional development and organizational capacity building • Regional planning process to develop additional identified target populations. • Continuing to assess how COVID-19 has impacted employers and customers	• New and/or enhanced services and practices that support high-road employment
5. Develop a small business strategy to support high road entrepreneurship, including the creation and support of high-road jobs	• Listen to the needs of small businesses • Offer more options for entrepreneurship training • Training targeted to small business employees to meet higher performance standards	• Development of 3-4 digital tools to support high-road entrepreneurship and high-road jobs • Provide access to high-quality entrepreneurship training for small business owners and youth
6. Work with employers to identify career pathways to high-road employment	• Leverage industry consultants to work with employers to identify high-road employment opportunities and necessary skills and qualifications	• Identification of required skills and qualifications for high-road employment in target industries • **Regional Indicator 1** (above) • **Regional Indicator 2** (above)

	• Empower business engagement staff at County and AJCCs to identify and engage high-road employers	
Access and Inclusion for All		
Goal	**Tactics**	**Indicators**
7. Facilitate community involvement to identify and address issues of race, equity and high road principles for the purpose of promoting improved service delivery, income mobility for individuals with barriers for employment, and growth in the regional economy	• Follow County procurement procedures to contract with a consultant to assist with establishing benchmarks, developing and measuring progress towards Regional Indicators 1-4 • Organizational analysis/assessment to improve/streamline service delivery efforts. • Leverage regular community conversations, engagement, and/or training to surface issues and potential solutions • Deployment of shared/pooled resources to provide services, training, and education to ensure equity, access and inclusion	• **Regional Indicator 2:** policy for equity (above) • **Regional Indicator 3:** shared target populations (above) • Established benchmarks and measurements to track progress towards ensuring equity, access and inclusion • The development and/or obtainment of tools to assist workforce staff with ensuring access and inclusion • Development of **Regional Indicators 1-4** (above)
8. Development of regional, sub-regional and multi-regional strategies in response to COVID-19	• Regular engagement with partners, participants and employers to understand health and safety issues • Development of new strategies to address issues, both short- and long-term • Provide more accessible and safer in-person services through co-location of staff in partner agencies	• Coordinated regional, sub- and multi-regional strategies to address layoffs through Rapid Response and other services • Adjusted participant service delivery strategies • Co-locating staff in remote areas of the region for in-person services in county offices, libraries, community colleges and nonprofit agencies

9. Improve access to technology and build the digital literacy skills of participants in the region	• Support efforts to identify communities with limited Wi-Fi / internet access and a plan to improve access, working with appropriate local agencies • Disseminate information about Wi-Fi access for participants in all regional AJCCs and/or through partner collaboration • Building digital literacy modules into existing training and services	• Access to affordable and accessible Wi-Fi in the majority of residential locations in the region • Increased access to digital literacy training through AJCC workshops and programs or through partner collaboration
10. Improve information and referral system to ensure participants receive the services they need	• Explore 1-2 potential technology solutions for information and referral management • Develop standard procedures for referrals between agencies that improve the uptake of new services by participants	• The selection and implementation of an information and referral system • Final standard procedures for referrals between agencies
Future of Work		
Goal	**Tactics**	**Indicators**
11. Create a culture of adaptiveness, flexibility and acceptance of change when faced with FOW challenges or major disruptions such as COVID-19	• Create alignment and trust among employers, training providers, education and public agencies in responding to a changing environment • Improve communication and alignment among regional partners (see Regional Coordination and Alignment) • Support for surge occupation recruitment efforts from Business Services staff	• Development of metrics for measuring and determining effectiveness of communication and culture change • Positive response from employers in response to a changing economic environment

12. Respond to the impacts of automation on jobs and career pathways	• Review programs and services to participants for potential impacts due to automation and update as necessary • Provide professional development to organizational staff to better understand automation and specific technologies relevant to target sectors • Gather feedback from employers on how technology is changing in the workplace and what skills and qualifications are needed	• Identification of 3-4 new programs or augmentation of existing programs to address automation in a target sector • Offering at least one new professional development opportunity to staff related to automation and new technologies
13. Prepare participants to thrive in remote and gig work situations and organizations/employers to ensure these jobs are high road	• Building digital literacy skills for participants (see Access and Inclusion) • Preparing participants for how to identify and perform in high-quality gig and remote work opportunities, including learning employability skills • Working with employers to identify remote work opportunities and skills/qualifications, etc. • Working with employers to ensure gig and other contingent working arrangement create high road jobs	• Increased access to digital literacy training through AJCC workshops and programs or through partner collaboration • Employers, participants and workforce partners are coordinating to ensure job opportunities that are remote or gig/contingent by nature are considered high road, as defined by job quality standards developed in **Regional Indicator 2** (above)
14. Integrate new on-the-job Health and Safety considerations into services (e.g., social distancing, new OSHA or CDC policies likely to come into effect due to COVID-19)	• Monitor local, state and federal guidelines related to public health and employment • Prepare partners and participants for anticipated working environments with more social distancing, more remote working	• Real-time responsiveness to known and anticipated health and safety considerations for services and employment • Include awareness of new working conditions in participant services and training

	arrangements and stricter health and safety standards • Business Services teams share best practices and resources with businesses	• Policies and procedures for providing services that are responsive to new guidelines and anticipated on-the-job working conditions
Regional Coordination and Alignment		
Goal	**Tactics**	**Indicators**
15. Conduct an organizational analysis/assessment to improve and streamline service delivery efforts	• Assemble a committee to conduct a strategic planning session for regional workforce development staff	• Identification of Strengths, Weaknesses, Opportunities and Threats (SWOT analysis) • Set of strategies that leverage strengths, take advantage of opportunities, address weaknesses, and plans for potential threats • Documented clarification of roles between WDBs, AJCCs MOU Partners, County workforce staff and other partners
16. Increase efficiencies and reduce duplication through regional cooperation	• Coordinate with regional coalitions, business organizations, AJCC System partners, community colleges, etc. • Identify and share related and relevant state and federal grant projects that should be aligned/coordinated with the regional effort • Work with Regional Training Coordinators, regional coalitions, professional development partners, and the CWDB to build capacity of LWDB staff and partners.	• Increased capacity and local technical assistance planning and local board development to incorporate strategies for system alignment and upward mobility for residents • Participation in a minimum of two statewide meetings per year • Participation in meetings with LWDBs and partners to keep them informed about current regional initiatives

	• Receive and review regional initiative quarterly reports, ensure report(s) are shared with LWDB directors and project leads • Have members from both WDBs participate in MOU partner meetings	
17. Professional development, training and capacity building of workforce staff and partners	• IERPU will promote quality services by collaborating on professional development and staff training leveraging regional training coordination funds and other regional funding	• **Regional Indicator 4** (above) • Track number of workforce staff trained and evaluate impact of professional development

Appendix C: Public Comments Received that Disagree with the Regional Plan

During the public comment period, only one response was received in relation to the draft Inland Empire Regional 2021-2024 Workforce Development Plan. The response primarily provided a number of copy edits and some suggestions for content but did not indicate disagreements with the plan.

PROGRAM ADMINISTRATION DESIGNEE AND PLAN SIGNATURES

This Regional Plan represents the Riverside County and San Bernardino County Workforce Development Board's efforts to maximize and coordinate resources available under Title I of the *Workforce Innovation and Opportunity Act (WIOA).*

The WIOA 4 Year Inland Empire Regional Planning Unit Plan is submitted for the period of July 1, 2021 through June 30, 2025 in accordance with the provisions of WIOA.

Riverside County Workforce Development Board

Local Workforce Development Board Chair	**Chief Elected Official**
	
Signature	Signature
Patrick Ellis	Karen Spiegel
Name	Name
Chairperson	Chairperson of Board of Supervisors
Title	Title
4/21/2021	
Date	Date

PROGRAM ADMINISTRATION DESIGNEE AND PLAN SIGNATURES

This Regional Plan represents the Riverside County and San Bernardino County Workforce Development Board's efforts to maximize and coordinate resources available under Title I of the *Workforce Innovation and Opportunity Act (WIOA).*

The WIOA 4 Year Inland Empire Regional Planning Unit Plan is submitted for the period of July 1, 2021 through June 30, 2025 in accordance with the provisions of WIOA.

Riverside County Workforce Development Board

Local Workforce Development Board Chair	**Chief Elected Official**
	Karen S. Spiegel
Signature	Signature
Patrick Ellis	Karen Spiegel
Name	Name
Chairperson	Chair of Board of Supervisors
Title	Title
	04.27.2021
Date	Date

ATTEST:
KECIA R. HARPER, Clerk
By _____ DEPUTY

FORM APPROVED COUNTY COUNSEL
BY: _____ 4/27/2021
LISA SANCHEZ DATE

PROGRAM ADMINISTRATION DESIGNEE AND PLAN SIGNATURES

This Regional Plan represents the Riverside County and San Bernardino County Workforce Development Board's efforts to maximize and coordinate resources available under Title I of the *Workforce Innovation and Opportunity Act (WIOA).*

The WIOA 4 Year Inland Empire Regional Planning Unit Plan is submitted for the period of July 1, 2021 through June 30, 2025 in accordance with the provisions of WIOA.

San Bernardino County Workforce Development Board

Local Workforce Development Board Chair	**Chief Elected Official**
Signature	Signature
Phillip Cothran	Curt Hagman
Name	Name
Chairperson	Chairperson of Board of Supervisors
Title	Title
4/12/2021	APR 20 2021
Date	Date

Write A Review
(/write-a-review)

Live Operator
(sms:215-234-
1721)

ESPAÑOL (/SPANISH/)

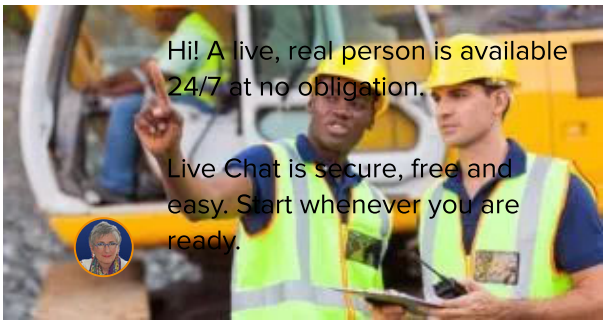


Contact Us Today

How Serious is the Labor Shortage in the Construction Industry?

August 3, 2021

ONLINE NOW



Construction workers risk injury whenever they are on a jobsite. However, during a labor shortage, the risk of injury rises. The post-pandemic economy of 2021 has resulted in labor shortages in various sectors of the economy, including in the construction industry. Employers are still responsible for maintaining a safe workplace, even during labor shortages.

Employees who have suffered a work-related injury should contact a qualified lawyer to get the information they need to protect their rights to ***Workers' Compensation*** (/app/workers-compensation/) benefits. Injured workers may also be eligible to claim additional damages from negligent third parties.

Start Chat

onstruction industry labor shortage is quite serious. In the next two years, the Ur
will need approximately one million new construction workers to meet the grow
and, according to the Associated Builders and Contractors organization. California

Privacy - Terms

other areas of the country have labeled the shortage of workers in residential construction as a crisis.

For the past decade, the U.S. construction industry has experienced a slow decline in skilled labor as much of the workforce has gradually aged out, and fewer younger workers are pursuing careers in skilled trades. This has created a skills gap, which the Coronavirus (COVID-19) (https://www.cdc.gov/coronavirus/2019-ncov/index.html) pandemic has exacerbated. When the pandemic forced millions of employees to work from home, the demand for housing skyrocketed. This put even more pressure on residential homebuilders in particular to find skilled labor.

What is the Impact of the Skills Gap in Construction?

The impact of the skills gap in the construction industry includes the following:

- The lack of experienced construction employees affects the quality of work.
- There are fewer experienced workers available to pass along their knowledge to new workers.
- New hires are most susceptible to getting hurt on the job during a labor shortage.

Employers should be spending more money training new workers in safety procedures and trade skills at a time when they are pressured to meet higher demand. Previously, employers would partner experienced employees with new hires to pass along specific skills and best practices on a jobsite. A lack of skilled employees makes this type of mentoring more difficult.

Another impact of the skills gap is that in some cases, commercial contractors are moving into residential construction, which can create problems. Commercial and residential are two very different types of construction with a different subcontractor base and skill set. Experts have expressed concern about commercial contractors accepting bids for types of jobs in which they lack competency. For these and other reasons, the economic pressure to meet the urgent demand for housing during this labor shortage has increased the safety risks for many construction workers.

ONLINE NOW
Hi! A live, real person is available 24/7 at no obligation.
Live Chat is secure, free and easy. Start whenever you are ready.
Start Chat
Privacy - Terms

What Specific Factors Increase the Risk of Injury to Construction Workers?

Construction projects can only be completed safely when workers are properly trained and equipped and employers follow standard safety practices. Specific factors that increase the risk of injury to construction workers during a labor shortage include the following:

- Employers and contractors may try to overwork the skilled employees they have when they are short-staffed.

- Longer work hours can lead to fatigue, increasing the risk of injury.
- Employers and contractors cut corners and hire unqualified workers to complete projects without proper supervision.
- The less skilled the workforce, the less safe the jobsite.

New workers need safety training; however, employers make opt to skip safety training or fail to provide fall protection in order to stay under budget or meet deadlines. Furthermore, employers may use contractors that are less competent or do not provide safety training to their workers.

Workers are responsible for following safety procedures and remaining aware of hazards. However, at the end of the day, employers, developers, and contractors are responsible for the overall safety of the jobsite. The Occupational Safety and Health Administration (OSHA) (https://www.osha.gov/node/999880441) has established regulations for ways to keep construction workers safe. Construction workers who are injured on the job may be eligible for Workers' Compensation benefits.

What Do Injured Workers Need to Know About Workers' Compensation?

The Workers' Compensation Act of Pennsylvania is designed to provide financial benefits to injured workers and protect employers from liability. Employees receive medical treatment and are compensated for lost wages, and employers provide for the cost of such coverage while being protected from direct lawsuits by employees.

There are several facts that injured employees should know about Workers' Compensation, including the following:

- Workers' Compensation benefits are not subject to income tax.
- Total disability benefits under Workers' Compensation can be paid as long as the disability continues. Total disability benefits pay a portion of a worker's average weekly wages (AWW) up to the state maximum.
- Workers' Compensation covers medical bills but does not pay damages for pain and suffering.

If someone other than the employer is responsible for an accident on the job, an injured worker may be able to file a claim against that third party in addition to collecting Workers' Compensation benefits.

Filing a third-party claim can help injured workers obtain damages for pain and suffering as s compensation for financial losses provided by Workers' Compensation. Exampl parties include general contractors, property owners, developers or equipment

ONLINE NOW
Hi! A live, real person is available 24/7 at no obligation.
Live Chat is secure, free and easy. Start whenever you are ready.
Start Chat
Privacy - Terms

renters, sellers, and manufacturers. Filing a lawsuit against a third party does not affect an employee's Workers' Compensation claim.

Do Injured Workers Need a Lawyer?

Construction workers face a high risk of injury. Most injured workers need a lawyer because many are unaware of their rights under the law. Pennsylvania has very specific rules governing eligibility for Workers' Compensation benefits. Many times, employers, insurance companies, and their representatives who want to deny or minimize claims are much better prepared than injured workers who need money to pay for medical bills and lost wages. Workers may also be unaware that they may have a valid third-party ***personal injury*** (/philadelphia-personal-injury-lawyer/) claim as well.

The legal team at Galfand Berger LLP empowers injured workers by giving them guidance. When warranted, the firm helps injured workers file suit against negligent third parties. Examples of how Galfand Berger LLP has helped construction workers in the past include:

- $8 million recovery for residential construction site accident. (/verdicts/Construction-Accidents/62-2/) The worker was installing lateral bracing on a house under construction when he fell 18 feet. As a result of the fall, he suffered a traumatic brain injury, spinal compression, and was partially paralyzed among other injuries. The injured worker was employed by a subcontractor. A claim was filed against the property owner, who was also the developer and general contractor for the site, because they failed to provide proper fall protection. The property owner also did not report the incident to the OSHA as required.
- $1.055 million settlement for construction worker. (/verdicts/construction-accidents/1055000-settlement-for-construction-worker/) The worker fractured his femur, four ribs, and several vertebrae after falling on a jobsite. The legal team at Galfand Berger LLP filed suit against the general contractor and the equipment rental company, successfully demonstrating that the general contractor's poor excavation created the condition that caused the worker to fall. Furthermore, the equipment rental company failed to properly train the worker.

ONLINE NOW
equipment rental company,
24/7 at no obligation.
Live Chat is secure, free and easy. Start whenever you are ready.
Start Chat

Labor shortages may tempt employers and other responsible parties to forgo safety training and ignore OSHA requirements to implement fall protection and other safety measures for construction workers.

Philadelphia Workers' Compensation Lawyers at Galfand Berger LLP Give Injured Construction Workers the Information They Need to Protect T'eir

`s

Privacy - Terms

Labor shortages and other factors may prompt employers and third parties to cut corners, jeopardizing worker safety. If you were injured in a workplace construction accident, a ***Philadelphia Workers' Compensation lawyer*** (/attorneys/) at ***Galfand Berger LLP*** (/) can help. Call us today at ***800-222-USWA (8792)*** (tel:800-222-8792)or ***contact us online*** (/contact/) for a free consultation. We are located in Philadelphia, Bethlehem, Lancaster, and Reading, Pennsylvania, and we serve clients throughout New Jersey and Pennsylvania, including Allentown and Harrisburg.

PHILADELPHIA
1-800-222-USWA (8792) (tel:1-800-222-8792)
215-665-1600 (tel:215-665-1600)

ALLENTOWN/BETHLEHEM
610-865-4212 (tel:610-865-4212)

LANCASTER
717-824-3376 (tel:717-824-3376)

READING
610-376-1696 (tel:610-376-1696)

ONLINE NOW

(https://www.facebook.com/GalfandBerger) (https://twitter.com/GalfandBerger)

Hi! A live, real person is available 24/7 at no obligation.

(https://www.linkedin.com/company/galfand-berger-llp/)

Live Chat is secure, free and easy. Start whenever you are ready.

(https://www.google.com/maps/place/Galfand+Berger,+LLP/@39.953[illegible]17,-75.1733332,17z/data=!3m1!4b1!4m5!3
75.1711392)

(https://www.youtube.com/channel/UCrReNVRpDSHsVzCIXC2nUFQ)

(https://www.instagram.com/galfandberger/) (https://www.tiktok.com/@galfandbergerllp?lang=en)

Start Chat

© 2022. Galfand Berger LLP, All rights reserved. Attorney Advertising Materials. This website is designed for
nformation only. The information presented at this site should not be construed to be forma
r the formation of a lawyer/client relationship. Privacy Policy (/privacy-policy/)

Privacy - Terms

Website Accessibility: Galfand Berger LLP is committed to ensuring digital accessibility for people with disabilities. We are continually working to improve the accessibility of all content on our website and applying the relevant accessibility standards.

ONLINE NOW

Hi! A live, real person is available 24/7 at no obligation.

Live Chat is secure, free and easy. Start whenever you are ready.



Start Chat

Privacy - Terms

Appendix K-6

OIAA Funding and Financial Resources

Constructing Runway 8R-26L in Two Calendar Years

Implementing the Runway 8R-26L construction work in two calendar years versus three years would have the following disadvantages and adverse impacts.

1. **FAA funding allocation** - Since FAA funds/grants are the major funding source for the Runway 8R-26L program, attempting to complete the Project construction in two calendar years will decrease the overall amount of grant funding availability from the FAA that could be used on the program. The availability of limited funding from the FAA is determined on an annual basis and those funds are dispersed amongst all the airports within the region. With that limited availability of funding from the FAA airports typically separate projects into phases to increase funding probability.

2. **Labor shortage –** The current labor market in the Inland Empire and throughout Southern California suffers from a steep shortage of talent and labor availability in the post COVID environment. The longer (three year) Project construction program enables the contractor to properly allocate workforce resources and schedules, and secure personnel with appropriate experience and capabilities. An accelerated two-year construction program, on the other hand, would require the contractor to bring in multiple crews to work multiple shifts which will incur overtime and differential costs and compensation to meet the construction schedule. This puts undue burden and costs on the contractor to secure additional workforce, which in turn will be a greater cost on the Airport and program. Further, given the pronounced labor shortage in the area, it is very unlikely that a sufficient labor force could be obtained and sustained to meet the requirements to deploy multiple work shifts on a continual daily basis to possibly complete the Project construction program within a two-year timeframe.

3. **Contractor Bonding capability** - If the Project is to be completed in a shorter two-year timeframe, Project bidders would be required to provide bonding for a larger contract price. For instance, the rough order magnitude construction cost estimate for the runway portion of work is approximately 80 million dollars. The higher bonding requirements for a two-year construction program would limit the number of contractors who can potentially bid on the Project. If the Project is bid in three separate years as three separate packages, the Project costs per package per year will be less and will increase the number of bidders who can possibly bid on the Project. Smaller bonding requirements will increase the bidder participation and thereby will increase competitive bidding and result in better unit prices for the Project.

4. **SBE/DBE** - On a similar note, separating the Project into smaller packages over three years will help a contractor to find available Small Businesses and Disadvantaged Businesses with competitive bids to work on the Project. Multiple bid packages will also enable more SBE/DBE firms to participate each year.

5. **Supply chain management issues and cost impacts** – We are aware that, currently, most of the airfield lighting and signage parts and equipment have a lead time of 20+ weeks. Multiple bid packages over a three-year construction program allows for the Airport

to bid the program earlier giving more time for contractors to order and obtain long lead items related to the Project. With the multiple year bid package supply chain issues are expected to be mitigated and would also result in better pricing. Smaller projects phases or construction increments with limited quantities will be easier to procure and less likely to result in contractor delays that increase costs.

Burns and McDonnell Engineering Company Inc. has worked on aviation projects at more than 350+ airports in the last 70+ years across the country and several of those projects are AIP funded projects. The above recommendations are based on our vast experience and current industry knowledge on construction projects across the country. We are currently providing Construction Administration support services at multiple airports in the West Coast and especially in Southern California and the labor shortage, supply chain management issues etc. listed above are based on firsthand knowledge at airports in the region. In addition, we are also a construction company and performs construction projects in the range of 3.5 Billion dollars a year and we are well aware of capacity and availability issues with SBE/DBE firms in this construction climate.