Ontario International Airport Administration Offices

1923 E. Avion Street, Ontario, CA 91761

SEPTEMBER 5, 2024

Attachment 1 – Reconstruction, Repair, and Replacement of Existing Pavement and Lighting Systems at Portions of Taxiway S Project

Explanation of Categorical Exemptions Pursuant to the California Environmental Quality Act for the Reconstruction, Repair, and Replacement of Existing Pavement and Lighting Systems at Portions of Taxiway S Project

Introduction

The Ontario International Airport Authority (OIAA), owner and operator of the Ontario International Airport (ONT or Airport), in the City of Ontario, California, proposes to improve, repair, and replace existing airfield pavement and lighting systems to maintain a safe operational environment for aircraft utilizing Taxiway S at ONT. The proposed improvements are categorically exempt from further review under California Environmental Quality Act (CEQA) Guidelines, Sections 15300 – 15333[1] as described herein.

Existing Conditions

The Authority prepared the *Pavement Management Program (PMP) Report: Airside* (PMP Report) in March 2020, which documented existing (as of 2018) and future pavement conditions index (PCI) scores.[2] According to the PMP Report, portions of Taxiway S had PCI scores ranging from Satisfactory (PCI of 71 to 85) to Very Poor (PCI of 26 to 40) in 2018, and projected PCI scores ranging from Poor (PCI of 41 to 55) to Serious (PCI of 11 to 25) by the year 2028, without implementation of the Proposed Project.[3] Taxiway S pavement conditions are expected to have deteriorated since the PMP Report was conducted and likely yield lower PCI scores as of 2024 than were recorded in 2018.

Proposed Project

The Reconstruction, Repair, and Replacement of Existing Pavement and Lighting Systems at Portions of Taxiway S project

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

[2] Pavement condition index scores grade pavement conditions on a scale from 0 to 100, with 100 representing new pavement.

[3] Portions of Taxiway S may require rehabilitation, as opposed to reconstruction; however, to conservatively analyze construction of the Proposed Project, the proposed pavement improvements were assumed to comprise reconstruction.

(Proposed Project) would address critical pavement issues on Taxiway S, enhancing safety and extending the operational lifetime of the airfield. The Proposed Project would occur entirely within the existing footprint of Taxiway S and the adjacent paved shoulders, between the Cucamonga Channel (which flows underneath the airfield, approximately 700 feet east of the intersection of Taxiway S and Taxiway P) and the intersection of Taxiway S and Taxiway W (see **Attachment A, Exhibit 1**). The in-kind reconstruction, repair, and replacement of existing airfield pavement and lighting systems, in the existing location, would not increase passenger activity or change the number, or type of aircraft operations at the Airport or result in an increase in operational capacity.

The Proposed Project would reconstruct existing Portland Cement Concrete (PCC) panels and Asphalt Concrete (AC) shoulders on Taxiway S, east of the Cucamonga Channel, within the airfield. Based on assessed pavement conditions, approximately 46,050 square yards of select PCC panels of Taxiway S would be demolished and replaced, and approximately 22,500 square yards of AC shoulder pavement would be demolished and replaced in-kind. The Proposed Project would include paving, grading, crack and spall repair, joint sealing, paint marking, centerline and shoulder lighting repair and replacement, and stabilization of the pavement subgrade where required.

- **Grading:** The preparation of the ground surface to achieve the desired slope and level for the new pavement. It ensures proper drainage and consistency of the taxiway surface.
- **Paving:** The process of installing new pavement, which, in this case, involves both PCC panels and AC shoulder pavement.
- **Crack and Spall Repair:** Over time, concrete pavement may develop cracks and spalls (disintegration and breakage). Crack and spall is the process of repairing defects to maintain the structural integrity and safety of the taxiway within paved areas that do not require complete reconstruction (i.e., new PCC panels or AC shoulder pavement replacement).
- **Joint Sealing:** Airfield pavement comprising PCC panels have joints to allow for expansion and contraction due to temperature changes. Joint sealing prevents water infiltration and damage, extending the life of the pavement.
- **Paint Marking:** The process of renewing paint markings to delineate traffic lanes, symbols, and safety features to provide guidance for aircraft movements on the airfield and enhance overall safety on the reconstructed taxiway surface.
- **Lighting Repair and Replacement:** Taxiways are typically equipped with in-pavement lighting systems to guide aircraft movements. Repair or replacement of malfunctioning lights ensures safe and efficient operation of aircraft and vehicles on the airfield during low visibility conditions.
- **Subgrade Stabilization:** The subgrade is the soil and aggregate material beneath the pavement. Stabilization involves adding materials or enhancing the strength and support of the subgrade, ensuring a stable foundation for the new pavement.

The excavation associated with the Proposed Project could reach depths of up to approximately 5 feet and would not go beyond the depth of existing disturbance required for the original taxiway construction. Replacement of airfield lighting associated with the pavement reconstruction would not require trenching or ground disturbance beyond the work related to the proposed pavement and lighting system improvements and reconstruction.

The Proposed Project area is within the 0.2 percent Annual Chance Flood Hazard Area, which is categorized by the Federal Emergency Management Agency as a Moderate to Low Risk Area; the proposed improvements would not result

in changes to the existing floodplain.[4,5]

Construction

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

- Light-duty trucks
- Milling machines
- Dump and haul trucks
- Backhoes
- Asphalt and concrete paving equipment

Construction materials and equipment storage and staging for the Proposed Project would occur within the Airport's existing storage and staging areas, southwest of the intersection of Airport Drive and Vineyard Avenue. Construction access to the proposed project site would be accommodated from the storage and staging area, via a secured access gate approximately 250 feet west of the North Secured Area Access Point. Airport Drive would serve as the primary access roadway between the storage and staging area and the local and regional surface transportation network (via Interstate 10). Construction materials are typical of common commercial paving projects and would be procured through available local and regional sources within the southern California region.

Schedule

Construction of the Proposed Project is expected to begin in Quarter 3, calendar year 2025 and be completed by the end of Quarter 1, calendar year 2026. The Authority would schedule construction to avoid or minimize impacts to aircraft operations to the extent feasible, including scheduling night-time work.

Project Need

The Proposed Project is needed to improve existing airfield pavement and lighting systems to maintain a safe operational environment for aircraft using Taxiway S. Deteriorating pavement conditions, as identified in the PMP Report, require timely repair to prevent further degradation and ensure the safety and longevity of the airfield infrastructure.

Categorical Exemption(s) Under CEQA

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

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

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

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

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

- 14 California Code of Regulations (CCR) Section 15302 (Class 2) – Replacement or Reconstruction

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

Applicability of Proposed Project

Class 1 and Class 2 pertain to the Proposed Project as it would repair and reconstruct existing airfield pavement and replace in-pavement lighting devices and associated electrical elements in-kind. Pavement repair and reconstruction activities would occur on the same location of existing airfield pavement and no additional areas would be paved. The Proposed Project would constitute continuation of the existing and allowable uses on Airport property, would not increase capacity or passenger activity, and would not result in a change in the number or type of aircraft operations at the Airport.

As a continuation of an existing use, construction and operation of the Proposed Project would not result in any significant impacts to traffic, noise, air quality, water quality, or other resource categories identified in Appendix G of the CEQA Statute and Guidelines.

Conclusion

The Proposed Project would comprise the reconstruction, repair, and replacement of existing pavement and lighting systems in the same location, within portions of Taxiway S, east of the Cucamonga Channel, at the Airport. The Proposed Project would comply with applicable federal, state, and local regulations; thus, the Proposed Project would not have any adverse effects on the environment, and none of the exceptions in Public Resources Code Section 21084(c), (d), and (e) and State CEQA Guidelines Section 15300.2 are applicable to the Proposed Project. The OIAA, as the CEQA Lead Agency, has determined that the Proposed Project qualifies for categorical exemptions from further CEQA review in accordance with State CEQA Guidelines (14 CCR) Sections 15301 (Class 1 – Existing Facilities) and 15302 (Class 2 – Replacement or Reconstruction). Therefore, the Proposed Project would have no significant effect on the environment and is categorically exempt from further CEQA review.