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Attachment 1 – Taxilane G Reconstruction Project

Explanation of Categorical Exemptions Pursuant to the California Environmental Quality Act for the Taxilane G Reconstruction Project.

Introduction

The Ontario International Airport Authority (OIAA or Authority), as the owner and operator of Ontario International Airport (ONT or Airport), located in the City of Ontario, California, proposes the Taxilane G Reconstruction project (Proposed Project) to replace deteriorated pavement conditions through full-depth reconstruction of Taxilane G and adjacent pavement west of Gate 36, along with pavement rehabilitation near the intersection of Taxiway N and Taxilane G. As Taxilane G is a critical airside corridor, the Proposed Project is essential to maintain safe and efficient aircraft operations at ONT. The Proposed Project is categorically exempt from the California Environmental Quality Act (CEQA), pursuant to State CEQA Guidelines Sections 15301 – 15302.[1]

Existing Conditions of Taxilane G

Taxilane G functions as the sole access point for aircraft transitioning from Taxiway N to Terminal 1 and the Federal Inspection Service (FIS) apron areas. However, Taxilane G and the pavement west of Gate 36 are experiencing significant deterioration. The OIAA periodically surveys airfield pavement, the condition of which is graded according to the Pavement Condition Index (PCI) system. PCI scores range from 0 to 100, with the following designations: good (100-86), satisfactory (85-71), fair (70-56), poor (55-41), very poor (40-26), serious (25-11), and failed (10-0). According to the pavement condition evaluation conducted in 2025, the PCI for Taxilane G was rated at 17 (Serious), while the pavement

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

area west of Gate 36 received a rating of 8 (Failed).[2] These ratings indicate that the pavement has reached the end of its useful life and requires immediate attention.

Proposed Project

The Proposed Project would involve the full-depth reconstruction and rehabilitation of Taxilane G and the pavement area west of Gate 36. Please refer to **Exhibit 1** for a graphical representation of the Project Site. Project-related activities include:

- Demolition and removal of existing deteriorated pavement
- Full-depth reconstruction of the degraded pavement sections using asphalt concrete (AC) pavement designed for airside operations
- Pavement rehabilitation near the intersection of Taxiway N and Taxilane G to restore structural integrity
- Installation of new pavement layers engineered to accommodate current and anticipated aircraft and airside vehicle loads
- Application of new pavement markings and striping to meet operational and safety standards

All Project-related activities would be confined to previously disturbed areas within the existing pavement boundaries. Environmental and safety best management practices (BMPs) would be implemented throughout the Proposed Project's construction period to avoid and/or minimize disruption to Airport operations and ensure compliance with all applicable regulatory requirements.

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

- Light- and medium-duty vehicles
    - Pickup trucks
    - Dump trucks
    - Milling equipment
    - Roller machine
    - AC paving machine
    - Excavator

Construction storage and staging for the Proposed Project would occur on Airport property at an existing Airport storage area west of the North Secured Area Access Point (SAAP). Construction access to the Project Site would be accommodated from the storage and staging area via a secured access gate approximately 1,500 feet west of the North SAAP. The construction haul route would be via Airport Drive, which provides access to the local and regional surface transportation network and Interstate 10, located north of the Project Site. All construction materials would be procured through available local and regional sources within the southern California region. Demolished materials would be tested and either diverted to recycling facilities or disposed of in the appropriate off-site facility.

Construction of the Proposed Project is estimated to begin in Quarter 1 of calendar year 2026. Construction would occur over a period of approximately three months. OIAA would schedule construction, as needed, to avoid or minimize

[2] Burns & McDonnell, *Taxilane Golf Pavement Assessment Report*, 2025.

impacts to aircraft operations to the extent feasible, including scheduling night-time work. The Proposed Project would conclude upon completion of the identified reconstruction and rehabilitation activities, and would not result in increased aircraft operations or passenger activity at ONT.

Project Need

Given Taxilane G's critical role as the sole access route in this portion of the airfield, the deteriorated pavement condition poses a direct risk to safe and efficient aircraft movement and ONT operations. The Pavement Assessment Report advises that without timely repairs, the OIAA should suspend self-powered aircraft operations in these areas, which would severely impact airfield efficiency and safety. Therefore, the Proposed Project is essential to restore pavement integrity, ensure uninterrupted and safe operations, and avoid the higher costs and operational impacts associated with emergency repairs. Full-depth reconstruction is also necessary to bring the taxilane into compliance with current FAA design standards.

CEQA Categorical Exemption(s)

The State CEQA Guidelines identify a list of project "classes" determined to generally not have a significant effect on the environment and, therefore, be considered exempt from CEQA review. Projects may be eligible for exemption under multiple classifications described in State CEQA Guidelines Sections 15300-15333.

In this instance, the CEQA Lead Agency (OIAA) has determined that the Proposed Project is categorically exempt from further CEQA review in accordance with the following provisions:

- 14 California Code of Regulations (CCR) 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.

- 14 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.

The Proposed Project is exempt from further CEQA review pursuant to the Class 1 and Class 2 categorical exemptions because it involves the reconstruction and rehabilitation of existing pavement infrastructure without expanding its use, capacity, or altering its footprint. Ground disturbance would be minimal and confined to previously disturbed areas within the existing Taxilane G and adjacent areas. The Proposed Project would comply with applicable federal, state, and local regulations as a matter of law, and would implement environmental and safety BMPs. Additionally, given the limited scope and duration of construction and the Project location, the Proposed Project would not have any significant adverse effects on the environment due to unusual circumstances, and none of the exceptions in Public Resources Code Section 21084(c), (d), and (e) and State CEQA Guidelines Section 15300.2 are applicable.

Conclusion

For all the reasons discussed above, the Proposed Project's reconstruction and rehabilitation of existing airfield pavement within Taxilane G and the area west of Gate 36 are exempt from further CEQA analysis pursuant to the State CEQA Guidelines' Class 1 – Existing Facilities and Class 2 – Replacement or Reconstruction categorical exemptions.