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Attachment 1 – John Bangs Reconstruction Project

Explanation of Categorical Exemptions Pursuant to the California Environmental Quality Act for the John Bangs 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 John Bangs Reconstruction Project (Proposed Project) to address widespread pavement deterioration and improve roadway safety along a key Airport circulation route through full-depth reconstruction of John Bangs Drive and the installation of safety treatments. John Bangs Drive provides critical access between Terminal Way, Parking Lots 5 and 6, and the Airport's rental car facility, and accommodates frequent bus and automobile traffic. 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 John Bangs Drive

John Bangs Drive is a key connection between Terminal Way, Parking Lot 5, Parking Lot 6, and the rental car facility. The roadway experiences frequent heavy shuttle bus traffic, and over time this has caused pavement distress. For example, widespread alligator cracking and rutting are present in many locations, indicating a need for full reconstruction.

According to the 2025 Pavement Management Plan (PMP) update, existing Pavement Condition Index (PCI) scores for John Bangs Drive range from Very Poor to Serious.[2] (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).) The PMP also evaluates forecasted pavement conditions on John Bangs Drive through 2029, indicating that almost the entire

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

[2] HNTB, *Ontario International Airport, Pavement Management Program (PMP) Report Update*, 2025.

pavement area will remain in Serious condition, with ratings between 14 and 23, if no improvements are made.

Safety treatments are also necessary to enhance roadway traffic safety. The *John Bangs Drive Traffic Study*, prepared by Jacobs Engineering on September 17, 2024, identified three major safety concerns that could be addressed through targeted treatments:

- Vehicles turning from Terminal Way onto John Bangs Drive often fail to yield to pedestrians in the marked crosswalk at the intersection.
- Passengers waiting at the shuttle stop located adjacent to Lot 6 frequently cross John Bangs Drive to board westbound shuttles returning to the terminals.
- Vehicles exiting Parking Lots 5 and 6 ignore right-turn only signage and make illegal left-turns.

Proposed Project

The Proposed Project would involve the full-depth reconstruction and resurfacing of roadway infrastructure and the implementation of targeted safety improvements along John Bangs Drive. Please refer to **Exhibit 1** for a graphical representation of the Proposed Project site. Project-related activities include:

- Demolition and removal of existing deteriorated pavement of main drive lanes.
- Full-depth reconstruction of the degraded pavement sections using asphalt concrete (AC) pavement.
- Mill and overlay of the center left-turn lane to restore surface condition.
- Installation of safety treatments such as vehicle traffic and pedestrian signage, roadway striping enhancements, and pedestrian visibility features.

All Project-related activities would be confined to previously disturbed areas within the existing pavement boundaries of John Bangs Drive. 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 storage and staging area is via Vineyard Avenue. 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 an appropriate off-site facility.

Construction of the Proposed Project would begin in Quarter 3 of calendar year 2026. Construction would occur over a

period of approximately four (4) months. OIAA would schedule construction to avoid or minimize impacts to airport 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

The existing pavement on John Bangs Drive is no longer structurally adequate to support the high volume of heavy bus and automobile traffic, with extensive deterioration creating ongoing maintenance and safety concerns. The 2025 PMP update recommends full reconstruction of the deteriorated segments to restore structural capacity and surface quality. In addition, the 2024 *John Bangs Drive Traffic Study*, identified several significant safety issues involving pedestrian visibility and unsafe or illegal vehicle maneuvers.[3] Targeted safety treatments are necessary to:

- Reduce vehicle speeds approaching crosswalks;
- Improve driver awareness of pedestrians near shuttle stops; and
- Prevent unsafe or illegal vehicle turns near parking lot exits.

These safety and pavement deficiencies must be addressed to enhance the safety, efficiency, and reliability of John Bangs Drive.

Categorical Exemption(s) Under CEQA

The State CEQA Guidelines identify a list of project "classes" that are determined to generally not have a significant effect on the environment and, therefore, and are 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 resurfacing of an existing Airport roadway and installation of safety improvements within the same footprint, with no expansion of capacity or use. All work will occur within previously

[3] Jacobs, *Ontario International Airport, John Bangs Drive Traffic Study*, September 2024.

disturbed areas of the existing roadway corridor. The Proposed Project would comply with applicable federal, state, and local regulations as a matter of law, and OIAA 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 of existing roadway pavement and installation of vehicle and pedestrian safety measures along John Bangs Drive is exempt from further CEQA analysis pursuant to the State CEQA Guidelines' Class 1 – Existing Facilities and Class 2 – Replacement or Reconstruction categorical exemptions.