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Attachment 1: Terminal Infrastructure Renewal - Holdroom Enhancements Project

Explanation of Categorical Exemptions Pursuant to the California Environmental Quality Act for the Terminal Infrastructure Renewal - Holdroom Enhancements 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 Terminal Infrastructure Renewal - Holdroom Enhancements Project (Proposed Project) to address existing deficiencies and enhance the passenger experience within the holdroom facilities of Terminal 2 and Terminal 4, at all gates. The passenger holdrooms in Terminals 2 and 4 are aging and require improvements to maintain an acceptable level of customer service for passengers. 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 the Holdroom Facilities

The passenger holdrooms in Terminal 2 and Terminal 4 are aging and require improvements to maintain an acceptable level of customer service for passengers. The existing holdrooms lack amenities such as personal device charging stations, ADA-compliant egress and waiting areas, and adequate seating. Additionally, outdated agent counters limit optimization of boarding and gate ticketing functions within the holdroom areas.

The existing deficiencies within the holdroom facilities create operational and accessibility challenges that must be

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

addressed to ensure compliance with applicable standards and to maintain a competitive passenger experience at ONT. The current holdroom configurations do not adequately support modern airline boarding and gate ticketing operations, and the absence of in-seat power outlets further diminishes the quality of the passenger experience.

Proposed Project

The Proposed Project would involve the revitalization of the existing holdroom facilities in Terminal 2 and Terminal 4 to address existing deficiencies and enhance the passenger experience. Project-related activities would include:

- Modernization of agent counters.
- Implementation of ADA-compliant egress aisles and waiting areas.
- Installation of new flooring finishes and seating (bench and countertop).
- Upgrades to electrical infrastructure for in-seat power outlets and agent work areas.
- Replace existing ceiling light fixtures with new LED fixtures.

All Project-related activities would be confined to previously disturbed areas within the existing interior footprint of Terminal 2 and Terminal 4. The Proposed Project would not require excavation or ground disturbance; all work would be performed within the terminal facilities. 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 be completed with light-duty construction equipment and hand tools, within the terminal facilities. No heavy construction equipment would be required. Construction storage and staging for the Proposed Project would occur within designated areas inside the terminal facilities or on Airport property, as coordinated with Airport operations. OIAA would schedule construction to avoid or minimize impacts to Airport operations to the extent feasible, including scheduling work during off-peak hours or overnight periods as appropriate.

Construction of the Proposed Project is estimated to begin in Quarter 1 of calendar year 2027. Construction is estimated to conclude in Quarter 1 of calendar year 2028. The Proposed Project would not result in increased aircraft operations or passenger activity at ONT.

Project Need

The existing holdroom facilities in Terminal 2 and Terminal 4 are no longer adequate to support the operational and passenger service demands of a modern airport environment. The absence of personal device charging stations, ADA-compliant egress and waiting areas, and adequate seating creates ongoing accessibility and customer experience deficiencies. Outdated agent counters limit the ability to optimize boarding and gate ticketing functions within the holdroom areas.

Targeted improvements are necessary to:

- Modernize and standardize holdroom facilities across the terminals;
- Enhance the passenger experience and improve competition between airlines; and
- Ensure ADA compliance in egress aisles and waiting areas.

These deficiencies must be addressed to enhance the safety, accessibility, efficiency, and overall quality of the holdroom

facilities in Terminal 2 and Terminal 4.

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 would involve the minor alteration, replacement, and modernization of existing interior holdroom facilities within Terminal 2 and Terminal 4, within the same footprint, and with no expansion of capacity or use. All work would occur within previously disturbed interior areas of the existing terminal buildings. 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, the interior location of all work within existing terminal facilities, and the absence of any ground disturbance or excavation, 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 revitalization of existing holdroom facilities at all gates within Terminal 2 and Terminal 4 at ONT is exempt from further CEQA analysis pursuant to the State CEQA Guidelines' Class 1 – Existing Facilities and Class 2 – Replacement or Reconstruction categorical exemptions.