



Ontario International Airport Administration Offices

1923 E. Avion Street, Ontario, CA 91761

DR. RONALD O. LOVERIDGE
President

DEBRA PORADA
Vice President

JULIA GOUW
Treasurer

JIM W. BOWMAN
Secretary

CURT HAGMAN
Commissioner

ATIF J. ELKADI
Chief Executive Officer

LORI D. BALLANCE
General Counsel

SEPTEMBER 3, 2026

Attachment 1: Electric Ground Support Equipment (eGSE) Charging Infrastructure at Terminal 2 and Terminal 4 Project

Explanation of Categorical Exemptions Pursuant to the California Environmental Quality Act for the Electric Ground Support Equipment (eGSE) Charging Infrastructure at Terminal 2 and Terminal 4 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 Electric Ground Support Equipment (eGSE) Charging Infrastructure at Terminal 2 and Terminal 4 Project (Proposed Project) to install 17 eGSE chargers and associated charging infrastructure at Terminals 2 and 4 of ONT, within the airport operations area (AOA). The Proposed Project is categorically exempt from the California Environmental Quality Act (CEQA), pursuant to State CEQA Guidelines Sections 15301 and 15303.¹

Existing Conditions

The existing eGSE infrastructure at Terminals 2 and 4 has limited capacity and is insufficient to support ONT's ongoing transition from conventionally-fueled, combustion-engine-based ground support equipment (GSE), using diesel, gasoline, or liquid natural gas, to electric units. The majority of current GSE at ONT are conventionally-fueled. While eGSE currently operating at ONT are owned by a limited number of tenants who have independently installed their own charging equipment, the remaining tenants continue to operate combustion-based GSE fleets and have expressed difficulty converting to eGSE without reliable charging access. Additional eGSE charging infrastructure is, therefore, needed to

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

advance ONT's ongoing transition to electric equipment, expand charging access for all airline tenants and GSE operators at Terminals 2 and 4, and support the Airport's sustainability and emissions-reduction objectives.

OIAA reviewed the existing electrical infrastructure capacity of Terminals 2 and 4 and determined both facilities have sufficient capacity to support the installation and operation of the proposed eGSE chargers. Therefore, no major electrical utility upgrades are needed to support the Proposed Project. However, the Proposed Project would include minor electrical infrastructure improvements to accommodate installation of the charging units.

Proposed Project

The Proposed Project would involve the installation of 17 eGSE chargers and associated charging infrastructure for Terminals 2 and 4 to accommodate the anticipated transition of conventionally-fueled equipment to eGSE. Project-related activities would include:

- Installation of seven 40-kilowatt (kW) dual-port and one 80 kW, eight-port eGSE chargers at Terminal 2.
- Installation of eight 40 kW dual-port and one 80 kW, eight-port eGSE chargers at Terminal 4.
- Up to 4,450 linear feet of utility trenching and/or electrical conduit installation.
 - Trenching would occur to depths of up to 36 inches.
 - All trenching and conduit installation would occur in previously developed areas within the pavement area or terminal/concourse facilities.
- Construction of concrete pads, approximately 6 feet long and 8 feet wide, to serve as a stable and level foundation for the charger equipment.
- Installation of protective steel bollards around charger equipment.
- Removal or replacement of existing electrical wiring and installation of new electrical cables, duct banks, and junction boxes.
- Commissioning and testing of eGSE chargers to verify proper operation and electrical requirements.

See **Exhibits 1 and 2** for proposed eGSE charger locations at Terminals 2 and 4, respectively. The specific number, types, and locations of the proposed electric chargers are detailed in **Table 1**.

Table 1. Proposed eGSE Chargers Summary

Location	40 kW dual-port chargers	80 kW 8-port chargers
Terminal 2		
West of Gate 201	0	1
Between Gates 203 and 204	3	0
Between Gates 207 and 208	2	0
Between Gates 211 and 212	2	0
Terminal 4 Subtotal	7	1
Terminal 4		
Between Gates 401 and 402	1	0
Between Gates 402 and 403	2	0
Between Gates 408 and 409	3	0
Between Gates 411 and 412	2	0
East of Gate 414	0	1
Terminal 4 Subtotal	8	1
Total	15	2

All Project-related activities would be confined to previously disturbed areas within the existing footprint of the Terminal 2 and Terminal 4 apron areas. Environmental and safety best management practices (BMPs) would be implemented throughout the Proposed Project's construction period to avoid 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; no heavy-duty construction equipment would be required. Construction storage and staging for the Proposed Project would occur within the apron areas adjacent to Terminals 2 and 4. 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 4 of calendar year 2026. 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 eGSE charging infrastructure at Terminals 2 and 4 is not adequate to support the Airport's anticipated transition to eGSE. The limited availability of eGSE charging equipment restricts the ability of the Airport and terminal tenants to accommodate the continued deployment of cleaner, electric equipment and meet applicable emissions-reduction objectives. Additional eGSE charging infrastructure will support achievement of GSE emission factor targets identified in the Airport's Memorandum of Understanding with the South Coast Air Quality Management District (SCAQMD).

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 provision(s):

- 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 California Code of Regulations (CCR) Section 15303 (Class 3) – New Construction or Conversion of Small Structures

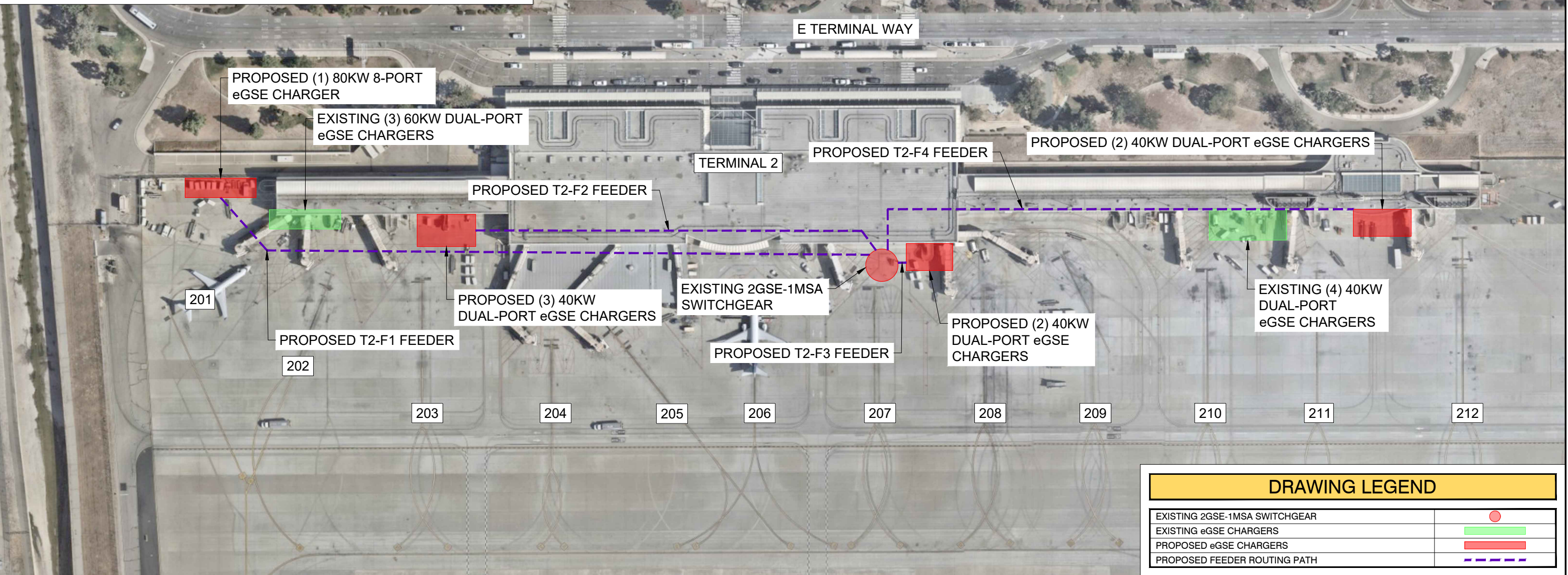
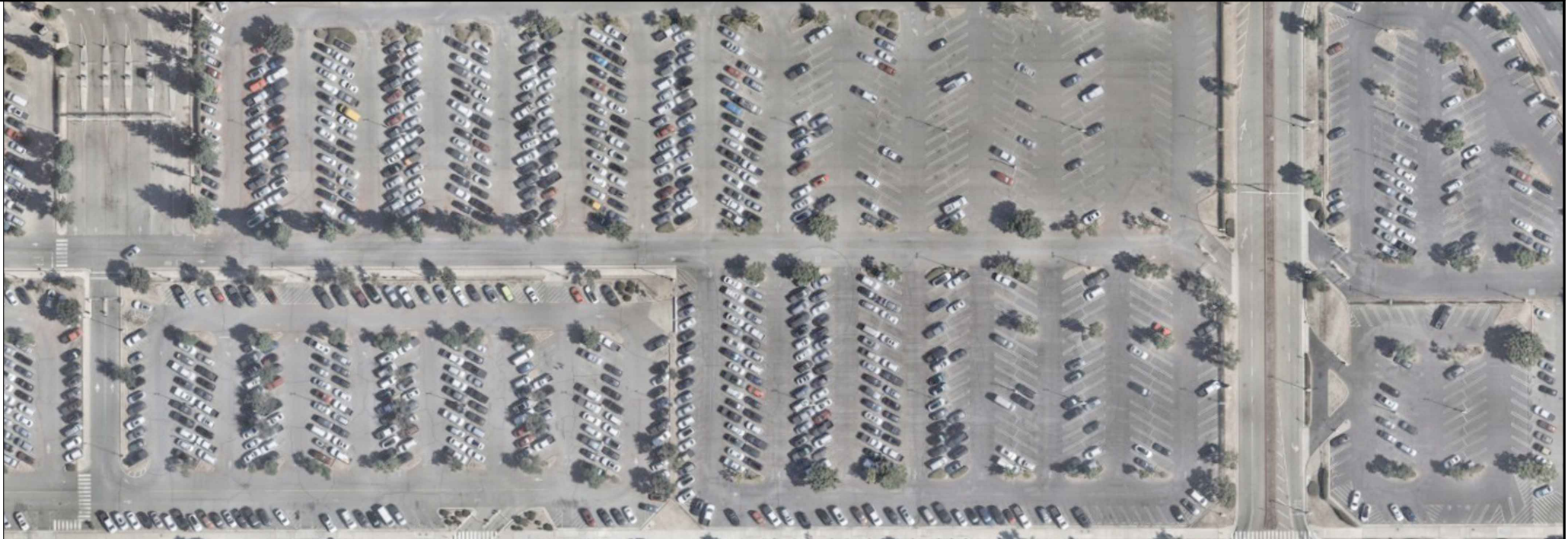
Class 3 consists of construction and location of limited numbers of new, small facilities or structures; installation of small new equipment and facilities in small structures; and the conversion of existing small structures from one use to another where only minor modifications are made in the exterior of the structure.

The Proposed Project is exempt from further CEQA review pursuant to the Class 1 and Class 3 categorical exemptions of the State CEQA Guidelines because it would involve minor alteration of existing terminal and apron facilities, and the installation of small new equipment and facilities in small structures to supply power to eGSE within the same footprint and with negligible or no expansion of capacity or use. All work would occur within the existing apron areas adjacent to the Terminals 2 and 4. 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 confinement of all activity to the apron areas adjacent to Terminals 2 and 4, and the absence of any significant 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 installation of 17 eGSE chargers and associated charging infrastructure at Terminals 2 and 4 at ONT is exempt from further CEQA analysis pursuant to the State CEQA Guidelines' Class 1 – Existing Facilities and Class 3 - New Construction or Conversion of Small Structures categorical exemptions.

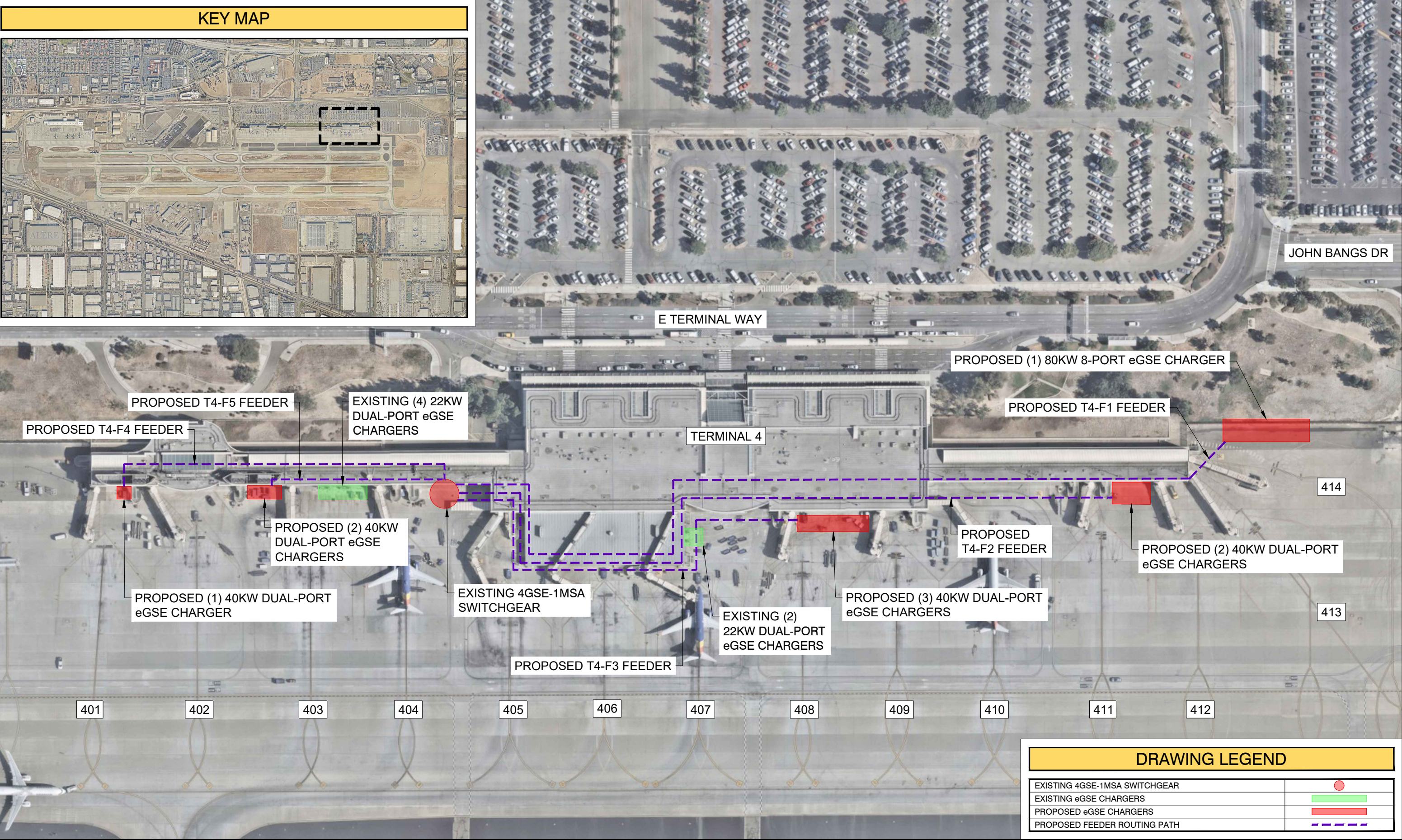
KEY MAP



DRAWING LEGEND	
EXISTING 2GSE-1MSA SWITCHGEAR	
EXISTING eGSE CHARGERS	
PROPOSED eGSE CHARGERS	
PROPOSED FEEDER ROUTING PATH	



KEY MAP



DRAWING LEGEND	
EXISTING 4GSE-1MSA SWITCHGEAR	
EXISTING eGSE CHARGERS	
PROPOSED eGSE CHARGERS	
PROPOSED FEEDER ROUTING PATH	



\\oak\00\proj\317645_ONT_Planning_On-Car\00_CADD\Exhibits\FIGURES\FIGURE_01_01_2025-3-28pm