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

Explanation of Categorical Exemptions Pursuant to the California Environmental Quality Act for the Electric Ground Support Equipment (eGSE) Charging Infrastructure at Terminal 1 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 1 Project (Proposed Project) to install three eGSE charging stations and associated electrical infrastructure at Terminal 1 of ONT, within the airport operations area (AOA). The Proposed Project is categorically exempt from the California Environmental Quality Act (CEQA), pursuant to 15303.[1]

Existing Conditions

There are currently no eGSE charging stations at Terminal 1. To support the anticipated transition from conventionally-fueled ground support equipment to eGSE, additional charging infrastructure is needed at Terminal 1 to provide reliable access to electric charging for eGSE owned by OIAA, air carrier tenants, and ground service vendors. OIAA reviewed the existing electrical infrastructure at Terminal 1 and determined that the facility has sufficient capacity to support the installation and operation of the proposed eGSE charging stations. Therefore, no major electrical utility upgrades are needed to support the Proposed Project. However, minor electrical infrastructure improvements are needed to accommodate installation of the charging units.

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

Proposed Project

The Proposed Project would involve the installation of three eGSE charging stations and associated electrical infrastructure at Terminal 1. Project-related activities would include:

- Up to 700 linear feet of utility trenching and/or conduit installation. Trenching would occur to depths of up to 36 inches and would vary in width from 6 to 12 inches, depending on the number of conduits routed to and from the proposed eGSE charging stations. All trenching and conduit installation would occur within previously paved areas. Cable management elements, such as protective raceways and junction boxes, would be installed as necessary to safely route and protect electrical lines.
- Connection of the electrical feeder to the existing switchboard within Terminal 1, including minor exterior work and penetration through the existing structural wall to route electrical conduit to the switchboard. No substantial modifications to the existing terminal structure would be required.
- Construction of three concrete equipment pads, each approximately 6 feet long by 8 feet wide and approximately 4 to 8 inches above the surrounding pavement, to provide stable and level foundations for the proposed eGSE charging stations.
- Installation of three standalone electric vehicle chargers comprising unit enclosure cabinets, control systems, charging cable and connector assemblies, and safety and thermal management systems.
- Installation of protective bollards consisting of steel posts approximately 4 to 8 inches in diameter and extending approximately 3 to 4 feet above ground surface, with embedded concrete foundations extending to a maximum depth of 36 inches below ground surface.
- Commissioning and testing of the charger units to verify that the chargers meet electrical requirements.

See **Exhibit 1** for proposed eGSE charger locations at Terminal 1. The quantity, type, and specifications of the proposed electric chargers are detailed in **Table 1**.

Table 1 Example eGSE Charger and Specifications

Metric	8 kW 16-Port Charger
Proposed Quantity	3
Utility Requirements	480 / 600 VAC, 3-phase
Full Load Amp Draw	100A / 80A
Max Circuit Breaker Rating	125A / 100A
Power Factor	0.96
Efficiency	95%
Dimensions	62”H X 42”W X 27”D

Notes:
kW – kilowatts
VAC – volts alternating current
A – amp
Source: Ontario International Airport Authority, October 2026

All Project-related activities would be confined to previously disturbed areas within the existing footprint of the Terminal 1 apron area. Environmental and safety best management practices (BMPs) would be implemented throughout the Proposed Project's construction period, and work would be scheduled during off-peak hours or overnight 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. Construction storage and staging for the Proposed Project would occur within the apron areas adjacent to Terminal 1. Construction of the Proposed Project is estimated to begin in Quarter 4 of calendar year 2027 and conclude in Quarter 1 of calendar year 2029. The Proposed Project would not result in increased aircraft operations or passenger activity at ONT.

Project Need

The absence of eGSE charging equipment restricts the ability of the Airport and terminal tenants to accommodate the continued deployment of cleaner, eGSE and meet applicable emissions-reduction objectives. The availability of eGSE charging infrastructure in the Terminal 1 area would support the achievement of GSE emission factor targets identified in the Airport's Memorandum of Understanding (MOU) 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, 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 California Code of Regulations (CCR) Section 15303 (Class 3) – New Construction or Conversion of Small Structures

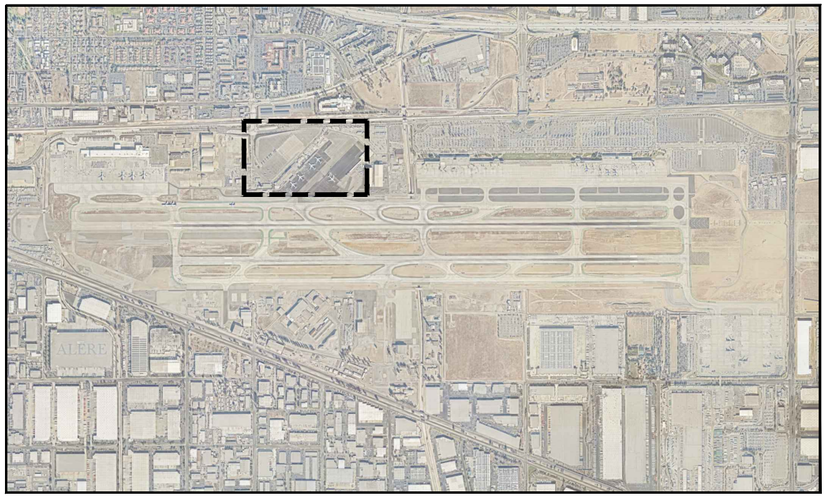
  Class 3 consists of construction and location of limited numbers of new, small facilities or structures; installation of small new equipment and facilities in small structures; and the conversion of existing small structures from one use to another where only minor modifications are made in the exterior 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 facilities, and 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 Terminal 1. The Proposed Project would comply with applicable federal, state, and local regulations as a matter of law, and OIAA would implement environmental and safety best management practices (BMPs). Additionally, given the limited scope, duration of construction, and construction area, 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 three eGSE chargers and associated charging infrastructure at Terminal 1 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



E AIRPORT DR

PROPOSED (3) 80KW 16 PORTS eGSE CHARGER

PROPOSED T1-F1 FEEDER

MOORE WAY

EXISTING 1200A SWITCHBOARD

TERMINAL 1

TAXILANE G

1

2

3

4

5

6

7

8

DRAWING LEGEND

EXISTING 1200A SWITCHBOARD	
PROPOSED eGSE CHARGERS	
PROPOSED FEEDER ROUTING PATH	

NOTES

1) CURRENT CAPACITY WILL ONLY SERVE A MAXIMUM OF (3) 80KW 16-PORTS CHARGERS.

N

0 150' 300'

ONT ONTARIO INTERNATIONAL AIRPORT
AIRPORT PLANNING AND SUPPORT SERVICES

HNTB

EXHIBIT 1 OCTOBER 2026

TERMINAL 1 PROPOSED eGSE CHARGERS

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