



Ontario International Airport Administration Offices

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MAY 7, 2026

TO: State Clearinghouse, Responsible or Trustee Agency, and Interested Parties

SUBJECT: Notice of Preparation of Environmental Impact Report and Scoping Meeting

PROJECT TITLE: Ontario International Airport BOLD Program

The Ontario International Airport Authority (OIAA) will be the Lead Agency and will prepare an Environmental Impact Report (EIR) for several facility and infrastructure improvements at Ontario International Airport (ONT or Airport). Collectively these facility and infrastructure improvements form the ONT BOLD Program (Proposed Project). The OIAA requests comments from responsible and trustee agencies as to the scope and content of the Draft EIR germane to each agency's statutory responsibilities related to the Proposed Project.

The OIAA was formed in August 2012 by a Joint Powers Agreement between the City of Ontario and the County of San Bernardino to provide overall direction for the management, operations, development, and marketing of ONT for the benefit of the Southern California economy and the residents of the four-county area served by the Airport. One of the objectives of the OIAA is to plan for the highest and best use of all Airport property and facilities in a manner consistent with available infrastructure and compatible with surrounding land uses.

The OIAA is required to assess the potential environmental effects of the Proposed Project in compliance with the California Environmental Quality Act (CEQA) (Public Resources Code §§21000 et seq.) and State Guidelines for the Implementation of CEQA (CEQA Guidelines), as amended (California Code of Regulations, §§15000 et seq.). Preliminary review of the Proposed Project was completed during an initial study, in which 21 environmental resource categories were screened for potential impact and further evaluation. Based on the results of the initial study, the OIAA has determined that an EIR will be required for the Proposed Project.

In accordance with §15082 of the CEQA Guidelines, the OIAA has issued this Notice of Preparation (NOP) to provide

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responsible agencies, trustee agencies, and other interested parties with information describing the Proposed Project and its potential environmental effects.

PROJECT LOCATION: The on-Airport Project site includes portions of Assessor's Parcel Numbers (APN) 011326118, 011326105, 011326103, 011326111, 011326113, 011326114, 011351301, 011337101, 011329101, 011329105, 021120102, 021120113, 01135201, 011351206, 011351205, 021120204, 0021120216, and 021120215 in the City of Ontario. The Proposed Project also includes work in existing utility and transportation right-of-way (ROW) within the cities of Montclair and Rancho Cucamonga. Transmission lines installed north of the Airport intersect with APN 021120204, 021120113, 021120104, 021120114, 011337102, 011326117, 011323109, and 011321137. The extension of transmission lines from the Airport to the existing San Antonio Substation includes APN 011321133, 011321132, 011321117, 104915107, 104915140, 104915113, 104915115, 104915116, 104915116, 100804201, and 100775264. The extension of transmission lines from the Airport to the existing Cucamonga Substation includes APN 021122240, 023804113, 023804127, 023804128, 023804122, and 023801406.

The on-Airport Project site encompasses approximately 143 acres, including the Airport's parking lots and terminal area in addition to apron and taxiways directly south of the terminals. Regional access is provided by Interstate 10 (I-10), located approximately 2,000 feet to the north; State Route 60 (SR-60), located approximately 1.6 miles to the south; and Interstate 15 (I-15), located approximately 2 miles to the east. **Exhibit 1, Existing Conditions**, illustrates the location of the Proposed Project.

APPLICABLE LAND USE CONTROLS: The City of Ontario General Plan land use designation for the Proposed Project site is Airport and the site is zoned ONT, Ontario International Airport.^{1,2} The ONT zoning district allows airport terminals (including commercial and service uses related to the terminals), car rental agencies, and airport related industrial, and delivery uses at a maximum intensity of 0.55 floor to area ratio (FAR).

Use of the Proposed Project site is also controlled by the Federal Aviation Administration (FAA) and the approved ONT Airport Layout Plan (ALP). The ALP serves as a guide for the Airport's future development and designates the Proposed Project site as *Landside Airport Access, Airport Support, Future Taxiway / Apron Pavement, Aircraft Movement Area, and Air Carrier* land uses.³ Elements of the Proposed Project in the cities of Montclair and Rancho Cucamonga vary; however, the Proposed Project components outside of Airport property would be completed within existing transportation and utility ROW.

ENVIRONMENTAL SETTING: Exhibit 1, *Existing Conditions*, provides an aerial view of the Airport and its surroundings. The Proposed Project site is developed and includes the existing terminal buildings, apron and taxiway pavement, surface parking lots, rental car facilities, and electrical substation. The Airport is surrounded by land that is highly developed.

PROJECT DESCRIPTION: The Proposed Project includes the construction of a new terminal facility, Terminal 3,

¹ City of Ontario. The Ontario Plan. Exhibit LU-01, Official Land Use Plan. Accessed: 2026, April 4.

https://content.ontarioca.gov/sites/default/files/2026-02/TOPLUP_Map%2824x36%2910_6_20251104.pdf

² City of Ontario, Zoning Map. Adopted 2015, December 1, and amended in 2024, September 3.

https://content.ontarioca.gov/sites/default/files/2024-12/Zoning_20240903.pdf

³ Ontario International Airport Authority. Airport Layout Plan Narrative Report. Future Land Use, Sheet 16. 2021, April.

modernization of existing Terminals 2 and 4, and optimization of the Airport's terminal roadway system, vehicle parking, rental car facilities, and aircraft apron to meet forecast aircraft fleet and passenger demand. Aging terminal utilities systems and mechanical equipment would be replaced and consolidated and select portions of airfield pavement would be reconstructed to current FAA standards. A new Central Utility Plant (CUP), electrical substation, and fuel farm would also be constructed as part of the Proposed Project. **Exhibit 2** depicts the various elements of the Proposed Project.

The Proposed Project includes several terminal and apron improvements at the Airport. A new, three-level terminal facility, Terminal 3, would be constructed to accommodate existing and forecast domestic and international passenger demand and aircraft fleet. The new terminal would have approximately 650,000 square feet of interior space and include five aircraft contact gates, a new Federal Inspection Services (FIS) facility, security infrastructure, and passenger processing activity infrastructure. Four of the aircraft contact gates would be equipped with Multiple Aircraft Ramp System (MARS) stands which can facilitate either two narrowbody (simultaneously) or one widebody aircraft up to Airplane Design Group V (ADG V); one gate would be limited to one single narrowbody aircraft (ADG III).⁴

In addition to the construction of a new terminal, the Proposed Project would include improvements to existing Terminals 2 and 4. The depth of the existing Terminal 2 and Terminal 4 headhouse would be expanded to provide additional space for passenger processing activities. The airside Terminal 2 and Terminal 4 building envelopes would be expanded to support holdroom expansion, reconfiguration, and internal circulation. Eight existing passenger boarding bridges would be replaced with MARS stands to provide flexibility in the types of aircraft that can board and deplane.

The existing apron pavement adjacent to Terminals 2 and 4, as well as the proposed Terminal 3 building, consists of concrete pavement that was constructed in 1998; this pavement has exceeded its useful lifespan of 20 years and is exhibiting cracking and spalling. Additionally, the apron adjacent to the proposed Terminal 3 building and the existing Terminal 2 and Terminal 4 buildings is not designed to accommodate widebody aircraft that would park at Terminal 3. The Proposed Project would include reconstruction of this apron pavement, including utility installation, to support widebody aircraft parking.

The Proposed Project also includes changes to Taxiway N1 and vehicle service roads (VSRs). Taxiway N1 would be realigned to accommodate aircraft up to and including ADG V in accordance with FAA Advisory Circular (AC) 150/5300-13B, *Airport Design*. An existing VSR is located between parallel Taxiways N and N1 within the Taxiway Object Free Area (TOFA). To comply with FAA design standards, the Taxiway N1 centerline would be realigned to a distance of 249.5 feet north of the Taxiway N centerline and the existing VSR would be removed. An additional existing VSR would be realigned outside of the TOFA, which would increase the apron depth to accommodate longer aircraft. Additionally, the apron adjacent to Taxiway N1 would be rehabilitated and the fillets on connector Taxiways Q, R, U, V, and W would be widened to meet TDG 6 design standards. Approximately 775,000 square feet (17.8 acres) of aircraft pavement would be constructed within the existing surface parking Lot 6 to provide between five and eight remain overnight (RON) positions.

A new, six-story parking garage (Garage) and a three-story Rental Car Support Facility would be constructed as part of the Proposed Project. Landside vehicular roadway improvements would be implemented to support ingress and egress to the new Garage and Rental Car Support Facility and passenger pick-up and drop-off along East Terminal Way. In addition

⁴ FAA Advisory Circular 150/5300-13B defines six aircraft design groups (ADGs) based on wingspan and tail height. ADG V designates aircraft with a tail height of 60 to 66 feet and a wingspan of 171 to 214 feet and ADG III designates aircraft with a tail height of 30 to 45 feet and wingspan of 79 to 118 feet

to roadway improvements, the curbside along East Terminal Way in front of the terminals would be improved.

Utility improvements include the construction of a Central Utility Plant (CUP), Thermal Energy Storage (TES) Tank, cooling towers, an electrical substation (Airport Substation), an underground utility corridor between the CUP and terminal buildings, and approximately 30 surface parking spaces for staff and service vehicles. The CUP would replace electrical and mechanical equipment that has reached the end of their useful lives in Terminals 2 and 4 and provide utility upgrades that are required to meet terminal utility demands. The 4.6-million-gallon above-ground TES tank and up to eight 1,000-ton fluid coolers would be located adjacent to the CUP. The proposed 24,500-square-foot Airport Substation would replace the existing 12-kilovolt (kV) Southern California Edison (SCE) substation and receive power from two 66-kilovolt (kV) transmission lines from SCE's existing Cucamonga and San Antonio substations. The Proposed Project would require installation of approximately 85,000 linear feet of new transmission lines to connect to the Cucamonga and San Antonio substations located approximately 1.5 miles and 5 miles away from the Airport, respectively. Approximately 35,000 linear feet would be installed as new overhead lines, approximately 29,000 linear feet would be installed as new underground transmission line, and the remaining 21,000 linear feet would be installed on existing overhead lines.

The Proposed Project includes fuel system improvements to improve reliability and ensure adequate fuel supply for projected aircraft activity levels at the Airport. Improvements include the construction of a storage and transfer facility (Fuel Farm) that contains seven above-ground storage tanks capable of storing approximately 10.7 million gallons of aviation fuel, fuel pumping and filtration equipment, and other safety, access, and utility infrastructure. Additionally, a new hydrant fueling system would be installed to serve aircraft gated at Terminals 2, 3, and 4, including control and safety systems. The Fuel Farm and hydrant fueling system would be connected by approximately 32,000 linear feet of underground fuel distribution pipeline.

NECESSARY APPROVALS: The OIAA has principal responsibility for approving the Proposed Project. Agencies and City entities which may be required to take actions associated with the Proposed Project include, but may not be limited to, the following:

- US Department of Transportation Federal Aviation Administration (FAA)
- South Coast Air Quality Management District (SCAQMD)
- SB County Flood Control District
- City of Ontario
- Other Federal, State or local approvals, permits, or actions as may be deemed necessary

PROBABLE ENVIRONMENTAL EFFECTS: Impacts related to air quality, biological resources, cultural (historic) resources, energy, greenhouse gas emissions, hazards and hazardous materials, hydrology/water quality, noise, transportation/traffic, tribal cultural resources, and utilities/service systems have been found to be potentially significant and will be analyzed in an EIR prepared for the Proposed Project. As outlined in the Initial Study, several individual topics within these resource areas would not result in potentially significant impacts and are not planned for further analysis in the EIR. The Initial Study found that the Proposed Project would have no impact or less than significant impacts on the following environmental resources: aesthetics, agriculture and forestry resources, geology/soils, land use and planning, mineral resources, population/housing, public services, recreation, and wildfire.

Accordingly, the EIR will evaluate the potential for short- and long-term significant environmental effects specific to the

Proposed Project. Analysis of the following environmental topics is proposed in the EIR:

- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Greenhouse Gas Emissions
- Hazards/Hazardous Materials
- Hydrology/Water Quality
- Noise
- Transportation
- Tribal Cultural Resources
- Utilities/Service Systems

NOP RESPONSE PERIOD: This NOP will be circulated from May 7, 2026, to June 8, 2026. Pursuant to CEQA Guidelines §15082(b), responsible and trustee agencies and other interested parties must submit any comments in response to this notice no later than 30 days after receipt of the notice. Please indicate a contact person for your agency or organization if your agency or organization will be a responsible or trustee agency for this Proposed Project and provide input in accordance with CEQA Guidelines §15096(b). Please address your response to:

Ontario International Airport Authority
c/o: Heba Shanaa, Sr. Environmental Planner
1923 East Avion Street
Ontario, CA 91761
ONTBOLD@flyontario.com

SCOPING MEETING: The Proposed Project meets the definition of a project of Statewide, regional, or areawide significance as defined in CEQA Guidelines §15206(b)(2). Therefore, pursuant to CEQA Guidelines §15082(c)(1), the OIAA will conduct a scoping meeting for the Proposed Project to solicit comments of adjacent cities, responsible agencies, trustee agencies, and interested parties as to the appropriate scope and content of the Draft EIR. The meeting details are as follows:

DATE: May 21, 2026

TIME: 5:30 – 7:30 p.m.

PLACE: Ontario International Airport Authority Board Room
1923 E. Avion Street, Room 100
Ontario, CA

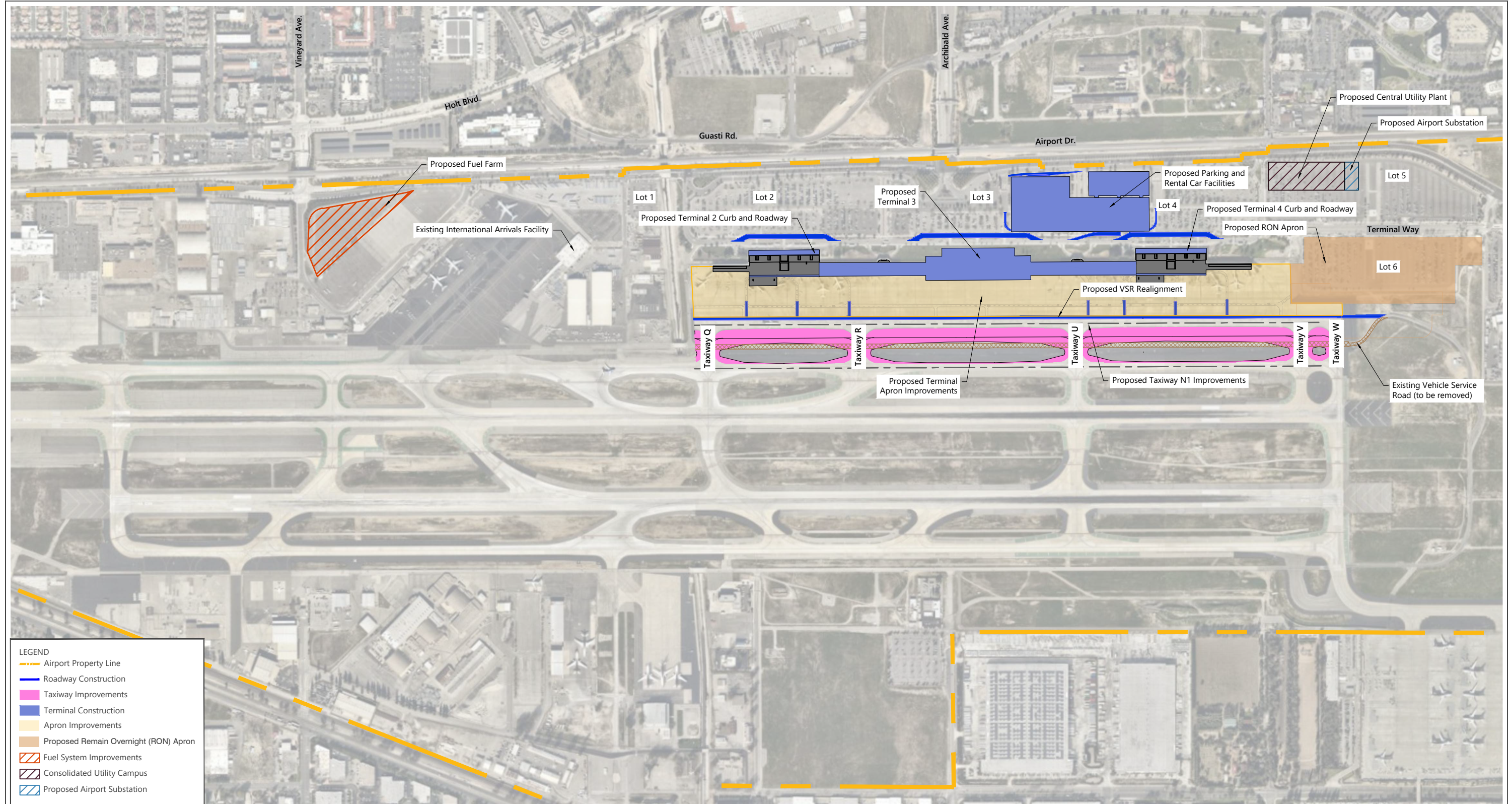


SOURCES: Nearmap, January 2026 (aerial photography - for visual reference only, may not be to scale); Ontario International Airport Authority, X-Ex-Topo.dwg (airfield), December 2020; Ricondo & Associates, Inc., March 2026.

EXHIBIT 1



EXISTING CONDITIONS



SOURCES: Nearmap, January 2026 (aerial photography - for visual reference only, may not be to scale); Ontario International Airport Authority, X-Ex-Topo.dwg (airfield), December 2020; Ricondo & Associates, Inc., March 2026.

EXHIBIT 2



PROPOSED PROJECT COMPONENTS